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 1845

TO-DAY'S DOLLAR. — The closing rate of the dollar on demand, to-day was 1/10 13/16.

No. 27,296 HONG KONG, SATURDAY, SEPTEMBER 28, 1929. PRICE \$3.00 Per Month.



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DEVELOPMENT OF AVIATION

Lecture By Mr. R. Vaughan Fowler

ADVANTAGES OF AERIAL TRANSPORT

Hong Kong To Shanghai In Five Hours

There was a good attendance at the lecture given by Mr. R. Vaughan Fowler, the local manager of the Far East Aviation Company, last evening. The lecture, entitled "The Development of Aviation in China," was broadcast from Hong Kong University.

Mr. Vaughan Fowler dealt very exhaustively with many intriguing aspects of his subject and devoted special attention to the development of aviation abroad, past and present aviation in China, and the possibilities of the future of aviation in China and the Far East.

COMMERCIAL IMPORTANCE

Introducing Mr. Vaughan Fowler to the audience, Professor Middleton Smith, who presided, said that the lecturer was undoubtedly well known to all present as they had had the opportunity of listening to him in the University Hall before.

After dwelling on the fact that it was unique in the history of the University that a lecture given in its great Hall was broadcast from the Hong Kong Broadcasting station, Prof. Middleton Smith stated that the subject of the lecture, "The Development of Commercial Aviation in China" was one with which Mr. Vaughan Fowler was very well acquainted, as the lecturer had had a great many years' experience of aviation in many parts of the world.

Two of the most important steps made by mankind in recent years were broadcasting and aviation. Scientists had done, and were still doing, a great deal towards the development of these two inventions which stood out prominently in the studies of the engineering students of the Hong Kong University, and it was only right and proper that the Engineering Society should have the honour of having Mr. Vaughan Fowler to lecture to them on one of these two subjects—aviation.

After the lecture, a hearty vote of thanks to Mr. Vaughan Fowler was accorded on the motion of the Chairman of the Engineering Society.

THE LECTURE

Professor Middleton Smith, ladies, gentlemen and listeners-in, I still retain pleasant memories of an evening in February this year when your Society accorded me the honour of listening to a discourse of mine on aviation. I therefore approach this evening's task in a very happy frame of mind, feeling that I have many old friends before me.

On my way here this evening, I experienced a very unpleasant sensation. I thought that I had left my notes behind. I imagine my feelings were somewhat similar to those of the aviator who attempted a parachute drop, having forgotten to fit on his parachute. He dropped very well!

As you all know, the subject of this lecture is "The Development of Aviation in China." I propose to divide the subject into three sections:

I. Development in Other Countries.

II. Past and Present Aviation in China.

III. Possibilities of the Future of Aviation in China.

The first section is designed to give you an idea of what has been done in other countries so that you may have some slight knowledge of the subject and, a base from which to judge my later remarks.

The second section is necessary, so that you may know the foundations on which present Chinese Aviation is working, and the state of advancement to which it has arrived up to the present date.

The third section contains some outlines of what could be done, and a few suggestions as to how it could be done.

Depends on Requirements
 The development of aviation in any particular country depends on the requirements of that country. For instance, Great Britain requires practically no internal air lines owing to the fact that Britain is served by extremely fast and efficient railways and is only a small country as far as mileage is concerned. To give you an example, a business man can leave London at 10 p.m. by express train and be in Edinburgh the following morning

before breakfast; if he did the journey by air, he would have to travel by day, and it would take him approximately 6 hours from door to door. You will see from this that he loses a day's work; the train is therefore more convenient. On the other hand, Britain requires aerial services that are external, perhaps more than any other country, the colonies are spread all over the world and considerable waste of time is experienced in the transport of mails and business men from one part of the Empire to another. The Indian air line is an excellent example of this. A passenger leaves London and arrives in India, Karachi 7 days later; if he were to do the same journey by steamer he would take 21 days, thus by using the air line he effects a saving of 14 days.

Case of America
 Now let us turn to America; her requirements are the reverse of Great Britain's; she requires endless aerial services operating internally; these she has developed to a very great extent. American aerial mail services operate across America from coast line to coast line, day and night. The other great air minded powers of the world may be said to be France and Germany. Each of these requires internal lines, together with external, to the countries upon their borders. Both France and Germany have developed their commercial air services, but in both cases they have had to expend enormous quantities of money to do so, far more than Great Britain, who has the subsidy system in a slight degree, and infinitely more than America who originally subsidised Air Mails and then put them out to contract when they were proving themselves a success.

When considering these facts, it must not be forgotten that American business men are said to be the most go ahead in the world; they naturally turn to any service that can give them quicker transportation, either for their representatives or their mail. This has resulted in a far greater use of the air lines in America than in any other country, which in turn, has made American Air Lines a paying proposition in a very short time. Unfortunately, the British temperament is more conservative; we do not quickly take to new methods; as a result the air line to India is not getting as much mail matter as had been hoped; it is therefore necessary that the Government should subsidise it until such time as the business men use it as a matter of course.

Most Important Side
 There is another side to the development of aviation, perhaps the most important side. It is no use attempting to establish air lines unless you produce aircraft capable of flying over the routes and carrying sufficient passengers or cargo to make the line a financial success.

This entails a large and busy aircraft industry; a Government organisation with broad views, which can assist and co-ordinate that industry and its inventions. In this department of the development of aviation I am of the opinion that Great Britain leads the way. Machines have been produced during the last ten years which are far and away ahead of anything we have even hoped for. The British policy has been somewhat different to that of other countries, we have carefully investigated each air route to discover what type of aircraft would be most efficient, operating over that route; then we have developed the aircraft and when this has been done, we have put the route into operation. I think most people will agree that this policy, although

(Continued on Page 5.)

NAVAL FUNERAL

COMDR. H. LITTLETON BURIED THIS MORNING

IMPRESSIVE CEREMONY

There were no fewer than 100 officers and 300 men from H.M. Warships in ports who stood at the salute this morning outside the R.N. Hospital, when the coffin containing the body of Paym-Comdr. Hugh Littleton, of H.M.S. "Titanic" was carried out by a party of Petty Officers from the deceased's ship.

The coffin was draped by the Union Jack. It was then placed on a gun carriage drawn by a squad of men from H.M.S. "Berwick."

A company of men from H.M.S. "Berwick," with reversed arms, and marching in single file, headed the procession. Then came the Royal Marine Band playing the Funeral March from Saul. Other detachments of men and officers brought up the rear.

The most impressive scene was the party of men bearing the floral tributes. Among these were three crowns made out of fresh flowers, which were borne high up on bamboo poles. The deceased was buried at the Protestant Cemetery and the Rev. H. W. Arscott, Chaplain of the "Titanic," officiated at the graveside. A firing party from the "Berwick," fired three volleys, after which the "Last Post" and the Reveille were sounded.

Among the profusion of wreaths sent were several from deceased's civilian friends, as well as officers from all the warships in port. Paym-Comdr. Hugh Littleton was 39 years of age. He met his death by drowning early yesterday morning.

WEDDING BELLS

TWO WELL-KNOWN CHINESE FAMILIES TO UNITE

Two well-known Chinese families will be united by the bonds of marriage on Monday. The contracting parties are Mr. Oswald Y. Lyen, of 140, Caine-road, and Miss Marie H. M. Cheng, of 25, Ashly-road, Kowloon.

The ceremony will take place at the Roman Catholic Cathedral on Monday at 3.30 p.m., after which a reception will be given at the residence of the bridegroom.

OFFICIAL UNIFORMS

MERCANTILE MARINE AND AIR FORCE

Two new Bills are published in the Government "Gazette," respecting the mercantile marine and the Air Force. The object of the first Bill is to prevent improper use of the British mercantile marine uniform. It is based on the British Mercantile Marine Uniform Act, 1919, 9 and 10 Geo. 5, c. 62.

The object of the second Bill is to extend to Air Force uniforms the protection already given to military uniforms by the Uniforms Ordinance, 1895.

ROYAL ASSENT

His Excellency the Governor has given his assent, in the name and on behalf of His Majesty the King, to the following Ordinances passed by the Legislative Council:

Ordinance No. 15 of 1929.—An Ordinance to amend the Maintenance Orders (Facilities for Enforcement) Ordinance, 1921.

Ordinance No. 16 of 1929.—An Ordinance to apply a sum not exceeding Twenty-two million and thirty-eight thousand eight hundred and seventy-nine Dollars to the Public Service of the year 1930.

His Majesty the King has not been advised to exercise his power of disallowance with respect to the following Ordinances:

Ordinance No. 7 of 1929.—An Ordinance to amend the law relating to the restriction of the loading, working and discharging of cargo on Sunday.

Ordinance No. 8 of 1929.—An Ordinance to amend the Jury Ordinance, 1887.

GIRL AS CARRIER?

The hearing of the case in which a small girl was said to have been used as an opium carrier, and in which a Chinese, said to be a comrade of the s.s. "Arjoun," a French vessel, is charged with the unlawful possession of two tins of non-Government opium, was this morning again brought before the notice of Mr. E. W. Hamilton. The girl was discharged, but the case against the man was further adjourned until Wednesday morning.

DILEMMA FOR CHANG KUEI

FROM REVOLT

GOVERNMENT FORCES TO CUT OFF RETREAT

YANGTZE SHIPPING NORMAL

A British Naval Wireless reports that a great number of the troops of General Chang Fat-kuei, the Commander of the 4th Division of the National Army (the Ironsides) have revolted against his leadership. At the same time, orders have been issued for the interception of the "Ironsides" retreat.

The First National Division, under General Liu Chi, whose headquarters are at Hankow, is reported to have arrived at Shasi, and to be manoeuvring towards Ichang, on the northern banks of the Yangtze. The situation on the Yangtze is said to be normal, however, and shipping has suffered no further interference.

No confirmation of the rumour that Marshal Feng Yu-hsiang (the "Christian General") or the communist leader Ho Lung are in league with Chang Fat-kuei has been received.

A Notorious Leader

Hankow, Yesterday. It is believed that Chang Fat-kuei intends to link up with the notorious Communist leader Ho Lung, who is his former ally and later was with the Kwangsi party. The Government has ordered Ho Chien to cut off Chang Fat-kuei's forces, but it is likely he will find it more convenient not to molest

A FAIR WEEK-END

An anti-cyclone is situated in the Pacific to the East of Tokyo. A weaker anti-cyclone extends from Tongking to the Yangtze. A depression is crossing South Manchuria on an easterly track and a typhoon is about 300 miles east of North Formosa, moving north-westward. Local Forecast: East or variable wind, moderate; fair.

him. So far as is ascertainable, Chang Fat-kuei's march to the Kwangtung border is not being hindered.

The Government is now called upon to face a combination of the Ironsides and the Hunan Communists and Kwangsis, and the situation is again taking a very serious aspect.—Reuter.

To Stem Advance

Canton, Yesterday. A special cable from Changsha states that General Ho Chien has despatched Brigadier Generals Wu Sheng and Li Pau-ping to intercept the retreat of the "Ironsides," and ordered General Hsu Koh-hsiang to concentrate at Hsin Tien and Kwei Yang. General Liu Ching-sui at Hanchow, General Chong Ping at Yung Chow, General Chen Hsueang at Pao Ching and Wu Kang, and General Chen Chu-chin at Shun Chow, each to hold their positions and stop the advance of the "Ironsides."

Troop Movements

A special cable from Hankow states that extensive troop movements have taken place for the object of suppressing the "Ironsides."

The First National Division, under General Liu Chi, stationed at Hankow; the Second National Division, under General Ku Tsu-tung, at Hanyang; the Ninth Division, under General Chian Tin-wen, at Wuchang; General Hsu Yuan-chuen is at Hsing-yang to protect the southern section of the Peking-Hankow Railway. The newly reorganized First Division, under General Tsao Wan-shun, is on the south side of the Yangtze.

Troops Ready To Move

No great apprehension as to the outcome of the Ironsides' threat to the two Kwang provinces is felt at the moment, it seems, if the quotations for paper money issued by the Central Bank, Canton, are any criterion.

Earlier this week there was a slump, presumably on the fear that a new administration of radicals—If there be a change at all—might jettison the present note issue. Confidence appears to have been restored and the value of the notes has gone up again, both in Hong Kong and in Canton.

The "China Mail" correspondent at Pakkai, the port of Kowloon, reports violent fluctuations in the money market there, daily quotations of notes being 92 per cent., 81, 83, 90 and par again on Thurs-

KONGMOON NOTES

NEW TYPE OF CHINESE CIVIL SERVANT?

SUNNING RAILWAY STRIKE

(From Our Own Correspondent.)

Pakkai, Kowloon, Thursday. An order has gone forth in all districts that citizens not younger than 25 years of age, who have graduated from not lower than Middle Schools, will be competent to attend examinations at the local Magistracy (held by order of the Government). A number will be selected on the result for study at Canton with a view to appointment as a new type of Chinese civil servant.

A proposal to build a Middle School at Pakkai, the port of Kowloon, has been made by the Mayor. The Superintendent of the Sunning Railway has gone to Nanking to report to the Ministry of Railways concerning the recent strike of employees on his line. About two months ago a strike began and the workers subsequently resumed on certain terms. It is alleged that these terms may not be carried out. The men hint that unless the Ministry gives satisfaction there may be another strike.

PIRATES AT BAY

SOLDIERS SURROUND TEMPLE REFUGE

SEVERE FIGHTING

Shanghai, Yesterday. A report from Haichow—says that pirates have carried Mr. Westerheim, Chief Officer of the pirated Botnia, to a mountain temple, which the soldiers are surrounding. Fighting is still going on. Up to the present two soldiers have been killed.—Reuter. (It will be recalled that Capt. Haaland escaped but the Chief Officer remained in pirates' hands. The "Botnia" was pirated after she went ashore near Haichow on 13th inst.)

BRITONS IN CHINA

CLAIMS FOR DAMAGES TO BE SETTLED

COMMISSION APPOINTED

London, Yesterday. Agreement has practically been reached with the English and Chinese Governments in regard to the procedure for dealing with claims for damages by British nationals in Chinkiang in 1927. A Chinese and a British commissioner will each be appointed to deal with the matter.—Reuter.

FRIENDS AGAIN

BRITAIN AND SOVIET COME TO AGREEMENT

RELATIONS RESUMED

London, Yesterday. The two hours' conversation between Mr. Arthur Henderson and M. Dvoglevsky, the Soviet envoy to-day, resulted in agreement on a last subjects, to be settled by negotiation on the resumption of full diplomatic relations, including the exchange of ambassadors.—Reuter.

TENDERS ACCEPTED

It is notified that the following tenders have been accepted:

G. N. No. S. 250.—Mr. Man Gang, \$10,788.50. For Boundary Street, forming road by covering of sullah West of No. 8 Railway Bridge.

Messrs. Lee Fat & Co., \$6,870 for construction of large and small type houses for rehabilitation of Shing Mun Villagers at Kam Tin.

At the close of a heated debate between two insurance rivals one quashed the other by the withering remark that his concern could buy up the other with all the stamps in his office drawer.

"Consider for a moment," said Sir Henry Pollock, speaking on broadcasting, "the man in Fochow whose news is always four days old"—And yet the Broadcasting Committee broadcast a report of its meeting three days old.

"Instruction in agriculture ought to form one branch of the Government's educational curriculum," says the Hon. Sir Henry Pollock. But even now many of the pupils and ex-pupils can call a spade a spade.

Extract from an American guide to the Far East:

to become lost in ecstatic reveries over the far-flung vista from Hong Kong's Peak—or lost in reality in the maze of Canton's fascinating Chinese haunts?

What about the evil smells of Praya East and Wanchai, or the charming odours around the city markets?

IS THAT SO?

Thoughts Terse, Perverse—and Worse

Cheerful to learn from our junior morning contemporary that the *physic* of the Chinese at Queen's College has improved as the outcome of sports—The doses must be very palatable!

The estimates for aviation are distinctly scaring.

"Ironsides Strike First Blow."—A rival to King Typhoon!

There seems more tirade than trade in China these days.

The "Deli Maru" did not daily once she got clear of the pirates.

A stationary heart is oftener than not better than a flying club.

In reply to the Unofficials' torrent of words the Government said a mouthful.

Nobody on the "Deli Maru" could say "Boo" to the lady pirate chief's "Coup."

The Government had the last bawl in the encounter with the Unofficials.

Newspaper heading: "Ports of the Colony"—Sounds like a wine merchant's price list.

The noted Shanghai lawn bowler, Aikenhead, is not coming after all to give the Colony an aching head.

"Every link which joins Canton to Hong Kong is of mutual benefit to both places."—Even a sausage link.

The visit of "Tom Jones" to the Colony last December under the aegis of the Philharmonic Society was a loss.

After the great heat on Thursday night 37½ persons' phoned to this office for typhoon news.—The ½ was civilly replied to.

It is all very well talking about a road to Canton from the Colony—but the Ironsides appear to be trying to find a road to Canton for themselves.

Gem from an Official speech at the Legislative Council meeting: "The P.W.D. and the Medical Department are working in close co-operation."—Is That So?

In the Peak tram the other morn a Major man did not relish being taken for a traffic controller with a red hand round his arm.—No minor role for a Major.

This is indeed an age of hustle. The Broadcasting Committee met on Tuesday and managed a report of it in the paper on Friday—three days later.

The complaint was voiced by Sir Henry Pollock that there is no proper exercise ground for the inmates of the mental hospital.—Not even dumb bells there.

When bigger ships begin to come here the question of buoy accommodation will have to be considered.—And there must be the girl that the sailor has in every port.

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Opium may be said to be a drug in the market.

The piece goods trade is not yet going to pieces.

Some of these litigants have a very appealing look.

The hymn of the Kowloonites: Flat life is here our portion.

If robbers took to investing in shares Raubs might be shown a preference.

Item in accounts of Philharmonic Society: "Patience" Scores.—It always does.

In spite of the drift toward Prohibition the Scots will have their Highland reel.

"Gardener seeks position; long experience in all branches."—Another Tarzan?

Quite a lot of these thieves who appear in the Kowloon Magistracy have a pinched look.

Bridge players should make good medical students—they're always holding post-mortems.

The new padre, the Rev. L. N. Watkins, has no connection with the small wats in Siam.

A man who fell into the harbour the other day confessed to having quite a washed out feeling.

Canton manufacturers of the Peacock brand of cotton yarn are very proud of their product.

The British chess championship has been won by an Indian, Sultan Khan.—He sure Khan play a good game.

We are told daily what the T.T. rate on wet London is, but nothing about the T.T. rate on dry New York.

The Police are expected to do well at football this season as they are so used waiting for the whistle.

Most singers, we read, take a good deal of exercise.—In Kowloon one doesn't need an ear trumpet to know that.

Publisher's announcement: "Balbus, or the Future of Architecture, by Christian Barman"—A good surprise of bier?

The congregation of the Union Church, Kowloon were in tiers after the distribution of the wedding cake by the padre and his bride.

"Sea water," says Tudor Davies, the tenor, "has a bad effect on the voice."—Good job for our local "Phil" that the bathing season will soon be over.

A "Teast tax" is to be introduced in Shanghai, which is following the example of Canton.—Like a "fast tax" the money will go out of one's pockets just as fast!

Meteorological note: The hot air during Thursday night was the result of the depression formed as an aftermath of the hot air at two Council meetings in succession.

The Ping On Randit Risk Insurance Company has been struck off the register of companies.—The bandits can now ping on without any risk.

A young Chinese woman has unsuccessfully hit upon swallowing a chop stick as a means to ending her life.—No patent is likely to be taken out for the invention.

Some of us have to swallow more than that in the course of a day's arguments.—And still we live.

Reported that the recent tombstone competition by the lady golfers at Deep Water Bay was a very grave affair.—Some got into deep water and others into hot water.

It has remained for a gent. of the name of Coates to set a new fashion in white-linen dinner jackets, cut on the lines of an Eton jacket.—Only Coates could think of that.

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**CLASSIFIED
ADVERTISING**
Twenty-five Words three inser-
tions prepaid \$1. Every addi-
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WANTED.—Chinese Timekeeper for
large Works in Hong Kong. Experi-
ence essential. Apply Secretary, P.O.
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TO LET.—Nine (9) Roomed Flat
Suitable for Mess or Private Board-
ing House. Modern sanitation. Rent
very moderate. Apply Box No. 620,
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MME. BARONELLI. Special atten-
tion given to stout and stiff ladies
who desire to regain their youthful
figure. School of Dancing for Chil-
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Back of Star Theatre (ground floor)
Kowloon.

MISCELLANEOUS

YOUR VISITING CARDS neatly and
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No. 3A, Wyndham St. Telephone Cen-
tral 22.

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WESTOVER—STEVENAGE. Within
an hour from London. A healthy
neighbourhood. SCHOOL for GIRLS
and SMALL BOYS. A few Boarders
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Individual care and attention. For
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MISS RUTH GULLBY
(Cantab. Higher Local,
Camb. Teachers' Diploma).
MISS GERTRUDE TURNER
(National Model Higher
Certificate).

LAMMERT BROS.

AUCTIONEERS, APPRAISERS
AND SURVEYORS.
—Public Auctions—

THE Undersigned have received
instructions to sell by Public
Auction

ON
WEDNESDAY, October 2, 1929,
commencing at 11 a.m.
at No. 4, Carnarvon Building,
Kowloon.

A Quantity of
VALUABLE HOUSEHOLD
FURNITURE
and
A Few Pieces of Canton
Blackwood Furniture.
Particulars from Catalogue
On View from Tuesday, October
1, 1929.

Terms:—Cash on Delivery.
LAMMERT BROS.,
Auctioneers,
Hong Kong, Sept. 25, 1929.

BEAN

LANE, CRAWFORD, LTD.
Automobile Dept. C.3193.

UNCLAIMED TELEGRAMS.
THE EASTERN EXTENSION
AUSTRALASIA & CHINA
TELEGRAPH CO., LTD.

The following unclaimed tele-
grams are lying at the E. E.
Telegraph Co. office, Hong Kong:—
Marian, from San Francisco.
Rampal Haurbar, from Benares.
S. LACK,
Superintendent.
Hong Kong, 26th Sept., 1929.

THE GREAT NORTHERN
TELEGRAPH CO., LTD.,
OF DENMARK

The following unclaimed tele-
grams are lying at the office of the
Great Northern Telegraph Com-
pany (Limited) of Denmark:—
Hike, from Shanghai.
Backwest, from Kobe.
Ratsay, from Yokohama.
E. V. JESSEN,
Superintendent.
Hong Kong, 19th Sept., 1929.

NOTICES.

HONG KONG JOCKEY CLUB.

DRAFT PROGRAMMES and
ENTRY FORMS for the
SIXTH EXTRA RACE MEETING
to be held on MONDAY, 14th Oc-
tober, 1929 (weather permitting)
may be obtained at the Race
Course, Hong Kong Club and
Causeway Bay Stables.

Entries CLOSE at 12 o'clock
Noon on MONDAY, 30th Septem-
ber, 1929.

Hong Kong, 17th Sept., 1929.

THE CHINA-LIGHT & POWER
CO. (1918), LTD.

NOTICE IS HEREBY GIVEN
that as from 1st October,
1929, the Company's rates for
electricity supplied will be as fol-
lows:—

For Lighting . . . 18 Cents per Unit.
For Power . . . 7 Cents per Unit.

SHEWAN, TOMES & CO.,
General Managers,
Hong Kong, 25th Sept., 1929.

CHINESE RECREATION CLUB.

OPEN MIXED DOUBLES
CHAMPIONSHIP.

ENTRIES will be closed on
September 30, 1929, instead
of the 26th as previously announ-
ced.

Hong Kong, Sept. 27, 1929.



NELSON DAY
CONCERT
On MONDAY, Oct. 21st,
At 9 p.m. at the
LEE THEATRE.
Keep the Date Open.

SWAMIJI'S WONDERFUL
POWER

PRESENT. Past and Future won-
derfully revealed through the
system of Meditation (Yogasadhana)
of the Great Yogi, Swami Premana-
ndajee, the world famous Vedantist.
Our House has remarkable references
from famous quarters throughout
India, Burma and Ceylon and has
been known to the public for the last
22 years. Our charges are 5 ques-
tions 3 shillings; Annual Life Reading
(Monthly details) 5 shillings;
Weekly details 10 shillings; Complete
Test Life Reading 10 shillings; Ex-
tensive Whole Life Reading (from
birth to death) 20 shillings. Payable
in British Post Orders only. Partic-
ulars required (Birth date, and date
when writing). Prof. S. N. BOSE,
B.A. Swami Premana, Ashwari
Beadon Street (P.O. Box 11418),
Calcutta.

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and every day

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"quick one"

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ST. FRANCIS
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10.30—12.30
and
5.30—7.00 p.m.

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TERMS VERY MODERATE
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MOST PERILOUS JOURNEY AFLOAT

Sailors Still Talk Of "A Bontekoe Voyage"

Astonishing, indeed, is the bravery of man. On all sides, from
the beginning of time, he has been beset by the most malignant
forces. The waters of the sea have engulfed him. The land has
brought forth monsters to devour him. Torrid heat and gelid
cold have tormented him. And yet he has ventured
into the ends of the earth, and crossed the trackless and incalculable
ocean.

The records of early travellers
read like a fairy tale, so full are
they of dragons in disguise.
"Willem Ysbrantsz Bontekoe, the
East Indian Voyage, 1618-1625,"
translated from the Dutch by
Mrs. C. B. Bodde-Hodgkinson and
Professor Pieter Geyl (Routledge,
7s. 6d.) is just such a story—and
told as if death were an everyday
adventure, and shipwreck the lot
of every sailor.

Spacious Days and Gallant Men
On December 28, 1618, Captain
Bontekoe set sail from Texel, with
a ship of about eleven hundred
tons, two hundred men, and an
east wind. It was just twenty-one
years since the first Dutch voyage
round the Cape of Good Hope;
and there was great profit to be
made in the East Indies, in Java
and the Moluccas, with trading in
pepper and spices. Adventurous
days and gallant days; and gal-
lant men too.

The "New-Hoorn," Bontekoe's
East-Indiaman, was ill-fated from
the start. On January 5 she ship-
ped, three seas and the men be-
gan to cry out that she was sink-
ing. They bailed out the water,
the whole sea meanwhile "foam-
ing as if it were ablaze"; but the
storm lasted till January 20. It
was five months after they had
left Holland before they sailed
past the Cape.

Sick Crew's Tears
That was just the beginning
of their troubles. Forty of the crew
fell sick and lay in their beds,
begging to be taken to land. The
"New-Hoorn" held a steady
course to Madagascar; but land-
ing was easier talked of than
done. The sick men implored and
wept—and some of them died; but
it was long before a landing place
could be found. When it was
found the poor creatures "crept
together in the grass, saying 'we
feel better already';" and so they
did, after a meal or two of wild
does and geese. It was round
about in these parts that the na-
tives, anxious to show what live
stock they possessed, "shouted
ho, ba, cockadoodloo"—cow,
sheep, and fowls.

"We gave them wine to drink
from a silver bowl, yet they had
not the sense to know how to
drink thereof; but, struck their
head or face in the basin and
drank as does a beast from a
bucket, and when the wine was in
them they did bawl like as if they
were mad."

The worst was to come. On
November 19, eleven months after
leaving Holland, the steward's
mate went into the hold to draw
the crew's ration of brandy. He
took a candle with him; and by
some accident the brandy was set
on fire. Burning, it ran down to
where the smith's coal lay; and
so the mischief started. The ship
was alone, with her cargo of liv-
ing creatures, in the middle of a
pitiless sea; and fire, that worst
fear of the sailor, had her in its
clutches.

They poured water on the
flames, and were nearly suffocated
by the sulphurous fumes that
arose. They threw water down
the hatches. They went over-
board and tried to bore holes to
let water in, but could not for
the ironwork. Next the oil
caught fire, and there arose such
crying, groaning, and shrieking
in the ship as caused a man's hair
to rise on his head. They had,
meanwhile, been throwing the
powder overboard, but in vain.
Sixty half casks had gone; three
hundred remained; enough to
blow the ship into "a hundred
thousand pieces."

Captain's Prayer
"I stood then, when it came to
pass, near the main gangway up
on deck and about sixty persons
who were handing the water-
buckets stood right in front of
the main mast; these were all
carried off together and shivered

HONG KONG HEIGHTS

For the information of visitors
the following list of some of the
highest points on the Island and
Mainland is published:—

Island.	Feet.
Victoria Peak	1823
Signal Station	1774
Mt. Parker	1734
Mountain Lodge	1725
The Byrie	1725
Peak Hotel	1305
Talkoo Sanatorium	1000
Mt. Davis	877
Bowen Road (Haberbeds)	297
Mainland.	Feet.
Talmoshan	3124
Kowloon Peak	1971

to bits all you could not see
where the pieces were of one
man or mother. And I, Willem
Ysbrantsz Bontekoe, at that time
captain, was blown up with them
into the air. I know no better
than that I should die there with
them. I raised my hands and
arms to Heaven and cried: 'There
I go, Lord, be merciful to me,
poor sinner!'

But the excellent captain, in
spite of being hurt in the back and
having two holes in the head,
came down into the water in full
possession of his faculties, for he
was able to reflect as he clung to
the floating wreck: "O God, see
how this beautiful ship is de-
stroyed, like Sodom and Gomorrah."
He was picked up by such of
the crew as had taken to the long
boat before the explosion; and
there began an appalling voyage,
without compass or chart, in
search of land. Between seventy-
two men they had only eight
pounds of bread. Once some sea-
gulls arrived providentially and
once some flying fish, to save them
from starvation. For water they
were dependent on the rain which
fell. They took off their shirts
to make sails. As day followed
day, without sight of land the
men began to look ugly and talk
of eating the boys among them.
Finally a limit of three days was
set; if within that time land was
not sighted, the boys should be
eaten. And then at last, on the
thirteenth day since the disaster,
the dim line on the horizon—land.

Attacked by Natives
"Hostile" natives attacked the
voyagers as they lay in camp.
Bontekoe himself was nearly mur-
dered, by two swartzy ruffians.
There was a great fight in which
many men were killed. But in
the end, happily, they came safe
to Batavia. It is a story full of
heroic endurance, rich with
humanity and simple courage.
No wonder they still talk in Hol-
land of "a Bontekoe voyage."
T. P.'s Weekly.

BLOOD WILL TELL
RESEARCHER'S DISCOVERIES
FOR CANCER

DISPOSITION INHERITED

"If your blood is very alkaline,
you are liable to get cancer. If
your blood is chiefly acid, you are
immune against cancer." This is
the conclusion Dr. R. Reding draws
from blood tests on 800 cancer
patients at a Brussels hospital and
from the experiments of an Ameri-
can woman scientist operating on
80,000 cancerous mice.

Is cancer hereditary? Dr. Red-
ing refused to answer this question,
but points out that certain types of
blood seem to serve as a fertile
ground for cancer. "Cancer itself
may not be hereditary," explains
Dr. Reding who read a paper on
his findings at the recent Brussels
congress of European physicians.

"But a disposition for cancer may
certainly be inherited; and this is
due to the strain of blood in a
family."
The blood of a normal person
must be neither too acid nor too
alkaline. Persons with symptoms of
cancer always have very alkaline
blood, while persons with highly
acid blood may get any other
sort of illness, but they won't be
the prey of cancer.
Radium remains as yet the best
means to stop cancer, according to
Dr. Reding. The "gamma rays"
particularly prevent an increase of
alkalines in the human blood. An-
other way to treat cancer, Dr. Red-
ing believes, is to raise the tem-
perature of the human blood.
Whenever the blood reaches a
rather high temperature, the degree
of alkalinity of the blood goes
down, and the blood even grows
acid at times. A third cancer
method in the Belgian physician's
practice consists of administering
parathyroid glands, which, like the
liver, are known to regulate the
state of alkalinity of the blood.

FLYING TO GOLF

An enthusiastic golfer, and his
wife arrived at the Princes Golf
Course, Sandwich, in Kent, the
other day, in a Gipsy Moth aero-
plane.

The landing was made in a field
adjoining one of the greens.
This was the first occasion on
which an aeroplane had been used
to bring players to any of the three
championship courses between Deal
and Sandwich.

The demonstration was primarily
made to test the site for landing
purposes.

FOREIGN STUDENTS

ENGLISH EDUCATION EXPERT'S
CONDEMNATION

WRONG WAY WITH IMMATURE

"There should be only one stand-
ard in a good school, and that is the
individual standard," said Mr. P. B.
Shovan, formerly senior lecturer in
education at King's College, Lon-
don, when lecturing on the teaching
of English at the City of London
Vacation Course. The success of
a school, he said, "should be judged
by the fewness of its failures
and not by its successes. Some of
the worst schools I know have their
notice boards covered with names
from the examination honours lists,
but they are bad schools in spite
of this."

Mr. Frank Roscoe, formerly lec-
turer on education at Birmingham
University, and senior tutor of the
course, lecturing on "Education"
said that it was not possible to go to
any English public school without
learning something of the power of
being "your own man." "You are
imposed," he said, "with the idea
that your school is the best school
in England and that the house in
which you stay is the best house in
that school. That is not a bad
feeling in a boy, provided he doesn't
go on feeling it too long. This
product of our English public
schools may be curiously uninter-
ested in things of the mind, but he
is interested in something at any
rate. I know public schoolboys
who have taken up as private pur-
suits all kinds of peculiar studies.
One, for instance, became an expert
on Roman roads. It is that kind
of independent spirit that is the
mark of a product of an English
public school. The team spirit
makes for tolerance and for seeing
the other fellow's point of view."

England's Mistake
Mr. Roscoe turned to the question
of foreign students at our English
universities. "We have made a mis-
take," he declared emphatically, "in
encouraging young and somewhat
immature students from India and
Egypt and other non-English parts
to come and live in our university
cities for three years or more, and
then to let them go back to their
own countries under the impression
that as they have lived in England
for three years they know some-
thing about England, and that as
they have passed examinations per-
haps in a better style than some
English students," they are there-
fore better than many Englishmen.

"It would be better if we were to
provide for these immature people
the finest possible courses of higher
study in their own country, en-
couraging them to come to England
afterwards when they would have
more time to study our English life.
You cannot see English life by just
studying and living with English
students in an English university."

Starting Lessons at 7 a.m.
Foreign students attending the
course were given an opportunity



We are now showing our
new stocks of
GENTLEMEN'S HATS
in all the latest styles and
well known makes.

"BATTERSBY"

"J.T. HARDEMAN"

"G. CAMBIAGHI"

"STETSON"

"G.B. BORSALINO
fu LAZARO & CA"

"GAUNTIC"

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You can have a clear, smooth, rosy skin,
if you will only try the pure cooling liquid
LAVOY. It soothes, cleanses, and drives away
pimples, blotches and other blemishes. IT
STOPS INSTANTLY. This healing cream pre-
vents the skin itching, too, when you suffer
the pleasant LAVOY for a pure skin and scalp.
Made in U.S.A. and sold by all good druggists.
(Distributors: Stiller & Phipps, Manila—Singapore)
Bottle Price.

to speak of their own educational
activities. Dr. E. Rohms, head mis-
tress of a large secondary school in
Dresden, caused the English teach-
ers present to gasp when she said
that at her school they started les-
sons at seven o'clock in the morning.
"People always exclaim when I tell
them this," she said, "but I some-
times think it is easier for us to
commence lessons at seven o'clock
in the morning than it is for you
here to start at nine o'clock."

Mr. V. Kadramatamby, an ele-
mentary school teacher from Ceylon,
pointed out that English education
in Ceylon was causing certain com-
plications. "For instance," he said,
"the boy who has had an English
education thinks it is beneath him
to follow any other occupation
other than law or medicine."

Miss Julie Valentiner, a teacher
of languages in a secondary school
in Copenhagen, said that in Den-
mark every secondary school child
had to learn enough English, Ger-
man, and French to be able to read
a book in either of these three
languages before leaving school.

The Shanghai District Kuomintang
has appointed a committee to
arrange for a local hospital for
labourers and it has been decided to
convert the Labourers' Summer
Diseases Hospital into the new hos-
pital. A portion of the "national
salvation foundation" funds collect-
ed by the former Anti-Japanese
Boycott Committee will be used for
the hospital's maintenance.

MOTORS FOR MALES

P.O. UNION AND SOLO-CYCLE
DANGERS

The Post Office at Home is carry-
ing out a great scheme for the de-
velopment of its motor services in
connection with the conveyance and
delivery of mails. Various forms
of motor-vehicles are being used
and experimented on, but it would
seem that the solo motor-cycle does
not find favour with the postmen
drivers. It is considered more
liable to accident than other pat-
terns of motor-vehicles.

The Union of Post Office Workers
has taken the matter up with the
Post Office, and has asked branches
for their views on the merits of this
type of machine. The union, it
says, is in no way committed to the
use of solo motor-cycles.

The department says that statis-
tics do not support the suggestion
that the solo is more liable to ac-
cident than other types, but instruc-
tions have been issued that, in
order to allow an ample margin for
safety, a light motor-cycle combina-
tion should as a rule be recom-
mended in preference to a solo
machine whenever the aver-
age load exceeds 55 lb.—a
weight which it says, is well
within the capacity of the solo.
Development is now proceeding at
the rate of five combinations for
each solo. But there are a number
of services in rural districts where
the solo is the only practicable
motor-vehicle.

The engagement is announced
between Thomas Percival Croys-
dale, only son of Mr. Thomas Croys-
dale, J.P., and the late Mrs.
Croysdale, of Hawke House, Sun-
bury-on-Thames, and Lady Whit-
ney, of 2, Maids of Honour-row,
Richmond, widow of Sir Arthur
Whitney, K.B.E., and only daugh-
ter of Captain H. E. Hillman, R.N.,
of Shanghai.

HEALTHY HEATING

Do you know that in the area
of one gas company alone—
5,340 Doctors
512 Nursing Homes
204 Hospitals
—use gas fires?

So do 90 per cent. of the ma-
ternity centres, dispensaries
for tuberculosis, schools for
mothers, day nurseries, clinics
and crèches in the area of the
same company.

Is not this striking proof of the
fact that the gas fire is the most
hygienic form of heating?

It is hygienic because it venti-
lates. The gas fire changes
the air in a room imperceptibly,
without draught or unwanted
variation of temperature.

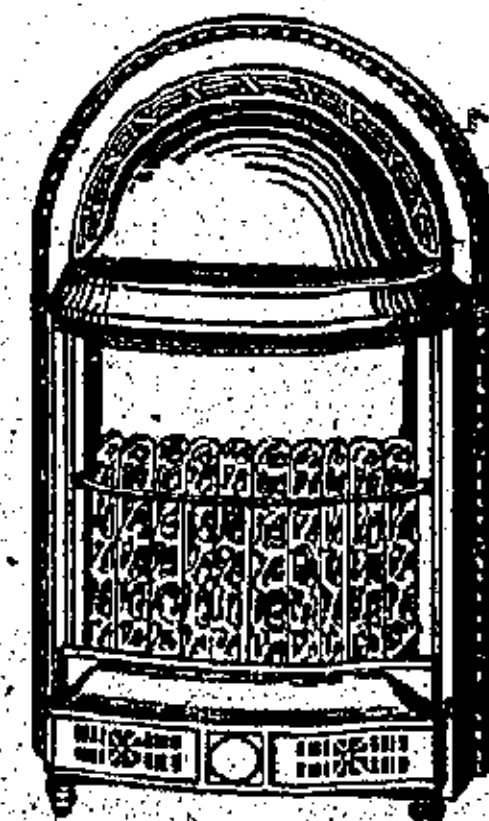
It is hygienic because it can be
instantly and accurately re-
gulated to achieve any desired
temperature.

It is hygienic because it creates
no dirt or ashes to befoul the
room, and no smoke to pollute
the atmosphere and so keep out
the sunlight.

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PASSAGE RATES.

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LONDON... \$83.0.0.

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From Hong Kong.

S.S. "ROSANDRA" Sails on or about 1st October.
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S.S. "VENEZIA" Sails on or about 7th November.
S.S. "TIMAVO" Sails on or about 26th November.

HOMEWARDS FOR BRINDISI, VENICE AND TRIESTE.

From Hong Kong.

S.S. "DUCHESSA D'AOSTA" Sails on or about 5th October.
M.V. "ESQUILINO" Sails on or about 15th October.
S.S. "ROSANDRA" Sails on or about 2nd November.
M.V. "ROMOLO" Sails on or about 30th November.

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REDUCED THROUGH TICKETS TO EUROPE VIA U.S.A. VARYING FROM \$83 TO \$120 ON SALE

SAN FRANCISCO via Shanghai, Japan Ports & Honolulu.

TAYO MARU Wednesday, 15th October.

TENYO MARU Wednesday, 30th October.

SEATTLE, VICTORIA via Shanghai & Japan Ports.

MISHIMA MARU Monday, 21st October.

IYO MARU Monday, 4th November.

LONDON, MARSEILLES, ANTWERP, ROTTERDAM via

Singapore, Penang, Colombo, Suez.

HARUNA MARU (Calla Eul) Saturday, 5th October.

KAMO MARU Saturday, 19th October.

SYDNEY & MELBOURNE via Manila & Ports.

AKI MARU Wednesday, 23rd October.

KAGA MARU Wednesday, 20th November.

BOMBAY via Singapore, Penang, & Colombo.

TOTTORI MARU Monday, 30th September.

AWA MARU Monday, 14th October.

SOUTH AMERICA (West Coast) via Japan, Honolulu, Los Angeles,

Mexico & Panama.

GNYO MARU Tuesday, 29th October.

SOUTH AMERICA (East Coast) via Singapore, Cape Town & Ports.

HAKATA MARU Wednesday, 23rd October.

NEW YORK, BOSTON via Panama.

TOBA MARU Tuesday, 1st October.

LISBON MARU Thursday, 10th October.

LIVERPOOL via Port Said, Constantinople, Genoa.

LIMA MARU Saturday, 12th October.

CALCUTTA via Singapore, Penang & Rangoon.

GENOA MARU Wednesday, 9th October.

HANGOOO MARU Wednesday, 16th October.

SHANGHAI, KOBE & YOKOHAMA.

TAMBA MARU (Moji direct) Tuesday, 1st October.

ATSUTA MARU Tuesday, 1st October.

MALACCA MARU (Fusan direct) Thursday, 3rd October.

KASHIMA MARU Monday, 14th October.

+ Cargo only.

Reduced 1st Class Excursion Rates quoted between Manila and Australia.

For further information apply to—**NIPPON YUSEN KAISHA.**

Tel. Central No. 292, 3897 and 3821. (Private exchange to all departments.)

O. S. K.

SAILINGS FROM HONG KONG SUBJECT TO ALTERATION.

LONDON, HAMBURG, ROTTERDAM & ANTWERP—Via Singapore

Colombo, Suez and Port Said.

ALASKA MARU Wednesday, 9th October.

AMUR MARU Wednesday, 6th November.

RIO DE JANEIRO, SANTOS & BUENOS AIRES—Via Saigon, Singapore,

Colombo, Durban & Cape Town.

LA PLATA MARU Friday, 4th October.

SANTOS MARU Friday, 1st November.

BOMBAY—Via Singapore & Colombo.

CHIFUKU MARU Saturday, 5th October.

SEUNKO MARU Saturday, 15th October.

(Calls at Karachi)

DURBAN, LOURENCO MARQUES, BEIRA, DAR-ES-SALAAM, ZANZI-

BAR & MOMBASA—Via Singapore & Colombo.

PANAMA MARU Sunday, 27th October.

CALCUTTA—Via Singapore, Penang & Rangoon.

TACOMA MARU Thursday, 3rd October.

BORNBO MARU Friday, 13th October.

VICTORIA, SEATTLE, TACOMA & VANCOUVER—Via Japan Ports from

Shanghai.

PARIS MARU (From Shanghai) Tuesday, 15th October.

MELBOURNE—Via Manila, Brisbane & Sydney.

BURMA MARU Thursday, 3rd October.

HATPHONG—Via Hoihow & Pakhoi.

MENADO MARU Thursday, 3rd October, 10 a.m.

NEW YORK—Via Japan ports, San Francisco & Panama.

JAPAN PORTS.

KASADO MARU Thursday, 3rd October.

ANDES MARU Thursday, 10th October.

KEELUNG—Via Swatow & Amoy.

HOZAN MARU Sunday, 8th October, Noon.

CAYAN MARU Sunday, 13th October, Noon.

FAKAO—Via Swatow & Amoy.

DELA MARU Thursday, 10th October, 10 a.m.

TAKAO & KEELUNG.

HATYIA MARU Sunday, 13th October.

For further particulars please apply to—**OSAKA SHOSEN KAISHA.**

Tel. Central No. 4923, 4929, 4930. M. TAKUCHI, Manager.



SHIPPING SECTION.

RIVER COLLISION

JUNK WATER-LOGGED BY THE S.S. "TUNG ON"

ONE PERSON DROWNED

A report has been made to the Police of a collision that took place in Capatun Puss recently between the river steamer "Tung On" and a junk. The junk was struck amidship. Three of the crew of the latter vessel were thrown into the water, one unfortunately being drowned. The other two were rescued by members of the "Tung On."

Although waterlogged the junk did not sink and her crew were left on board to bail the water out.

The man who lost his life was a bail-runner and resided at Eastern-street.

"CINGALESE PRINCE"

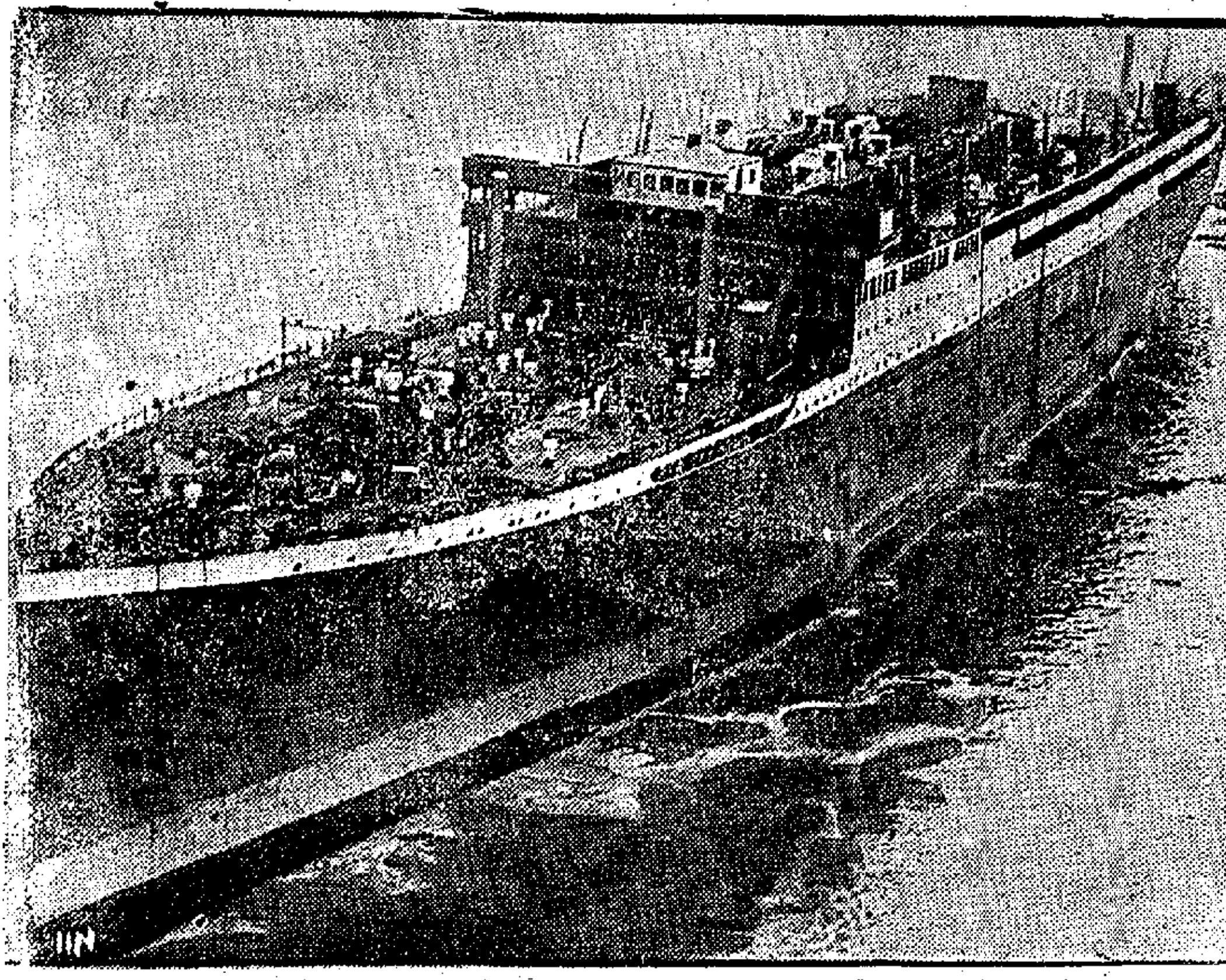
NEW FURNESS MOTOR SHIP IN HONG KONG

FAST AND POWERFUL

The twin-screw motor-vessel "Cingalese Prince" which is now on her maiden voyage to Far Eastern ports is due in Hong Kong to-day from Keelung.

The vessel attained a mean speed of over 16 knots during her highly successful official trials in the Fifth of Clyde.

Built by the Blythwood Shipbuilding Company, Ltd., Scotstoun, for the Rio Cape Line, Ltd., under special survey to Lloyd's Register's highest class, and in compliance with the latest requirements of the British and American authorities, the vessel is about 450 ft. in length, 60 ft. in



The world's largest motorship, "The Britannia," was launched recently at Belfast, Ireland, for the White Star Line. Electricity to be used aboard the ship will equal in power the current necessary to light a town of thirty thousand inhabitants.

COASTAL SHIPS

LATEST CHANGES IN PERSONNEL

Mr. C. W. Rendell, chief officer, "Shasi" is on reserve.

Mr. J. McWilliams, from reserve, has gone chief officer, "Shasi."

Mr. E. M. Foster, extra second officer, "Hain Peking," has gone second officer, "Teau."

Mr. R. Bird, second officer, "Teau," is on reserve.

Captain F. Gibbs, of the "Chungking," has gone master, "Kinkiang."

Captain J. S. G. Brown, of the "Kinkiang," has gone master, "Ngankin."

Captain C. P. Miller, of the "Ngankin," has gone master, "Kwangchow."

Mr. A. F. Macginnis, chief officer, "Ngankin," has gone chief officer, "Hain Peking."

Mr. L. V. Rowe, chief officer, "Hain Peking," has gone chief officer, "Ngankin."

Mr. D. C. Sim, extra second officer, "Hain Peking," has gone second officer, "Kintang."

Mr. J. G. R. Gow, second officer, "Kintang," is on reserve.

Mr. W. E. Warrior, from reserve, has gone second officer, "Chungking."

Mr. R. Allinson, chief officer, "Soochow," has gone acting master, "Chungking."

Mr. J. H. Hodgkins, extra chief officer, "Kintang," has gone chief officer, "Soochow."

Mr. W. J. G. Jones, second engineer officer, "Chungking," is on reserve.

Mr. W. Paxton, from reserve, has gone second engineer officer, "Chungking."

Mr. S. C. Johnson, third officer, "Hain Peking," has gone third officer, "Kintang."

Mr. L. St. J. Mumby, third officer, "Kintang," is on reserve.

Mr. F. H. Davies, second officer, "Kintang," has gone second officer, "Tung On."

Mr. J. D. Palmer, third officer, "Kintang," has gone third officer, "Kwaisang."

Mr. A. Pettendridge, from reserve, has gone third officer, "Kintang."

Mr. J. Mitchell, from reserve, has gone chief officer, "Kong So."

Captain G. Wilson, from reserve, has gone master, "Hain Peking."

WARSHIPS HERE

The following are the warships at present in harbour:—

At the Basin:—H.M.S. "Tamar," "Seraph," "Serapis" and L. 15.

At the North Arm:—H.M.S. "Berkwick."

At the West Wall Basin:—H.M.S. "Bruce."

In Dock:—H.M.S. "Tarantula," No. 5 Buoy:—H.M.S. "Cambrian," No. 4 Buoy:—H.M.S. "Marathon," No. 8 Buoy:—H.M.S. "Titanic" and Submarines.

No. 10 Buoy:—H.M.S. "Stormcloud" and "Sterling."

No. 13 Buoy:—H.M.S. "Somme" and "Sirdar."

No. 7 Buoy:—H.M.S. "Sepoy" and "Thracian."

Foreign Men-of-War

U.S. Gunboat "Mindanao."

Chinese Gunboat: "Kwang Kum."

French Gunboat "Argus."

breadth and 42½ ft. in depth from the shelter deck. There are three complete decks, and the cargo-handling appliances include 19 powerful electric winches controlled from the steering gear is of the electric hydraulic type, and a very powerful electric windlass, fitted on the fore-castle, has a large separate barrel for working two heavy derricks on the promenade deck.

All the auxiliary machinery throughout the vessel is electrically-driven, the current being supplied by three generators, each of 135 k.w., installed in the engine-room. The electric wiring for the power required by the deck machinery is on the ring system. The propelling machinery has been supplied by Richardson, Westgarth and Company, Ltd., West Hartlepool, and consists of two sets of four-cylinder engines of the Doxford opposed piston type.

EASTERN PORTS

PLAGUE, CHOLERA AND SMALL-POX

The health bulletin of Eastern ports for the week ending September 21, issued by the Director of Medical and Sanitary Services, gives the following cases:—

Plague

Tamavate: 2 cases.

Alexandria: 2 cases, 1 death.

Rangoon: 2 deaths.

Cholera

Calcutta: 16 deaths.

Bangkok: 3 cases, 1 death.

Phnom Penh: 1 case.

Chinwangtao: 9 cases, 3 deaths.

Canton: 1 case.

Shanghai: 8 deaths.

Kobe: 2 cases.

Osaka: 1 case.

Swatow: 6 deaths.

Small-pox

Bombay: 1 case, 2 deaths.

Bombay: 3 cases, 5 deaths.

Calcutta: 3 cases, 3 deaths.

Cochin: 6 cases.

Karachi: 3 cases, 1 death.

Madras: 33 cases, 19 deaths.

Pondicherry: 2 cases, 2 deaths.

Batavia: 2 cases.

Cherbon: 1 case.

Marassero: 2 cases, 1 death.

PASSENGERS LIST

DEPARTURES.

Per s.s. "Siberia Maru" for Japan via Shanghai on September 27: Miss V. G. L. King, Percy Harley Mosely, S. Watanabe, Mr. and Mrs. S. Mori, Miss Leung Jai, Miss G. Blumenthal, Geo. Robinson.

MOVEMENTS OF STEAMERS

The P. & A. Company's s.s. "St. Albans" left Moji for this port on the 27th instant at p.m. and is due here on the 2nd prox. at about daylight.

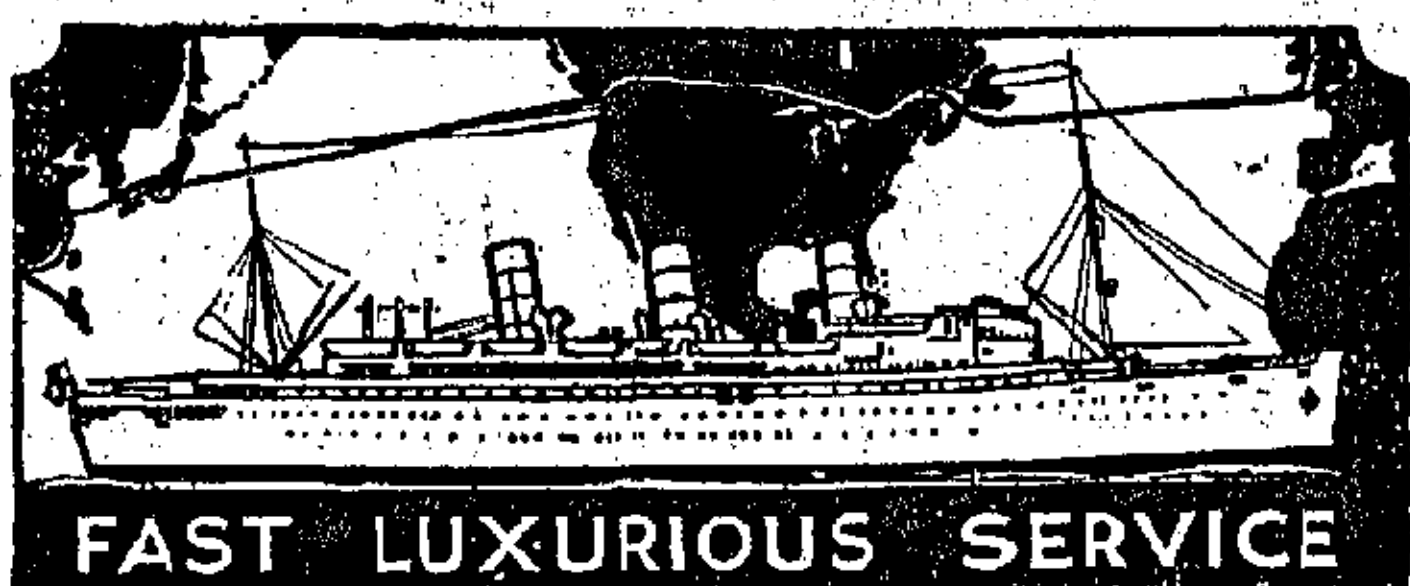
The C.P.S. R.M.S. "Empress of France" arrived at Shanghai on September 27 (Fri.) at 7.30 a.m. left Shanghai on September 28 (Sat.) at 8 a.m. and is due at Kobe on September 30 (Mon.) at 1 p.m. She leaves Kobe on October 1 (Tues.) at noon.

The M.V. "Cingalese Prince," from New York, sailed from Keelung on September 27, and is expected to arrive here to-day.

CHINA NAVIGATION

COMPANY ENBARKS ON INTENSIVE SCHEME. NEW VESSELS

The China Navigation Co. have embarked on an intensive scheme for supplementing their fleet with up-to-date steamers. For some time past rumours have been in the air regarding such a project, but nothing definite could be established. Now it is known that two steamers named the "Tashan" and the "Tsinan" are at present almost ready for launching at Hong Kong and are to be placed on the Hong Kong-Shanghai run. The "Tsinan" will, in all probability, be launched in November and it is expected that by January she will be placed on the regular run. These two steamers will be the first of a "W" class which is to be established. Further, a "W" class vessel is also approved and the engines for this vessel are already being constructed in Hong Kong at the Takao Dock, where the other two vessels are in the course of completion. This "W" class steamer is to be placed on the Hankow-Chang run and accordingly will be a shallow draught vessel. It is also stated that four other vessels are in the



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CANADIAN PACIFIC

Next sailing to the Pacific Coast

EMPRESS OF RUSSIA

NOON—8th October, 1929.

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BRITISH WUCHOW LINE

SAILING DATES FOR SEPT/OCT., 1929 (Subject to change). DEPARTURE HOURS: Hong Kong 5.30 p.m., Wuchow 1.30 p.m.

S.S. "TAI HING"

[1,068 tons—Capt. Trott.]

SAT. 28th SEPTEMBER

OCTOBER

THURS. 3rd SAT. 19th

TUES. 8th THURS. 24th

MON. 14th TUES. 29th

S.S. "TAI MING"

[649 tons—Capt. G. J. Spink.]

MON. 30th SEPTEMBER

OCTOBER

SUN. 6th MON. 21st

WED. 11th SUN. 27th

WED. 16th

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These vessels leave Hong Kong for Wuchow (via Samshui, Shihing, Takling & Dosing) and return to Hong Kong (via same ports) every five days.

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S.S. "CITY OF CARDIFF" ... via Suez Canal ... 5th November.

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1st October.

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PENINSULAR & ORIENTAL FORTNIGHTLY
DIRECT ROYAL MAIL STEAMERS.
(Under Contract with H.M. Government.)

S. S.	Tons	From Hong Kong About	Destination
*KARMALA	9,128	12th Oct.	Marseilles, London, Hull, Rotterdam & Antwerp.
*MIRZAPORE	6,715	17th Oct.	Straits, Colombo & Bombay.
*KALAN	9,144	28th Oct.	Marseilles, London, Hull, Rotterdam & Antwerp.
*NAGPORE	5,283	2nd Nov.	Marseilles, London, Hull, Hamburg, Rotterdam & Antwerp.
*MACEDONIA	11,120	9th Nov.	Bombay, Marseilles & London.
*KIDDERPORE	5,334	14th Nov.	Straits, Colombo & Bombay.
*KASHGAR	9,005	23rd Nov.	Marseilles, London, Hull, Rotterdam & Antwerp.

* Cargo only. † Calls Casa Blanca. ‡ Calls Karachi.

Frequent connection from Port Said for Passengers and Cargo to Constantinople, Piræus, Smyrna and other Levant Ports by steamers of the Khedival Mail Steamship Co.

BRITISH INDIA-APCAR SAILINGS.

TILAWA	10,006	12th Oct.	Singapore, Penang & Calcutta.
TALAMBA	5,013	24th Oct.	Singapore, Penang & Calcutta.
TAKADA	6,949	6th Nov.	Singapore, Penang & Calcutta.
SHIRALA	7,841	8th Nov.	Singapore, Penang & Calcutta.
TALMA	10,000	18th Nov.	Singapore, Penang & Calcutta.
TILAWA	10,006	17th Dec.	Singapore, Penang & Calcutta.

B.I. Apcar Line steamers have excellent accommodation for 1st and 2nd class passengers. All steamers are fitted with wireless and carry a qualified surgeon.

EASTERN & AUSTRALIAN SAILINGS (South).

*ST. ALBANS	4,500	4th Oct.	Manila, Sandakan, Thursday Island, Townsville, Brisbane, Sydney & Melbourne.
NELLORE	6,353	1st Nov.	
TANDA	6,950	29th Nov.	
ST. ALBANS	4,500	1930	
NELLORE	6,353	31st Jan.	

* Port Holland & Zamboanga.

Regular monthly sailings from Hong Kong to Japan and Hong Kong to Australia.

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The P. & O. Branch Service of steamers to London via the Cape.
The New Zealand Shipping Company's steamers for Southampton and London via Panama Canal.

SAILINGS TO SHANGHAI & JAPAN.

TALAMBA	8,018	2nd Oct.	Amoy, Sh'hai, Moji, Kobe & Osaka.
DELTA	8,087	7th Oct.	Shanghai, Moji, Kobe & Yokohama.
ARAFURA	6,000	8th Oct.	Moji, Kobe, Osaka & Yokohama.
TAKADA	6,949	12th Oct.	Amoy, Moji, Kobe, Yham & Osaka.
MACEDONIA	11,120	12th Oct.	Shanghai, Moji, Kobe & Yokohama.
*KIDDERPORE	5,334	16th Oct.	Shanghai, Moji & Kobe.
SHIRALA	7,841	18th Oct.	Amoy, Moji, Kobe & Osaka.
*BELTANA	23rd Oct.	Shanghai, Moji, Kobe & Yokohama.	
KASHGAR	9,005	26th Oct.	Shanghai, Moji, Kobe & Yokohama.
TALMA	10,000	29th Oct.	Amoy, Moji, Kobe & Osaka.
TANDA	6,956	31st Nov.	Moji, Kobe, Osaka & Yokohama.
RAWALPINDI	16,619	9th Nov.	Shanghai, Kobe & Yokohama.
*LAHORE	5,304	11th Nov.	Shanghai, Moji, Kobe & Yokohama.
*ALIPORE	5,273	12th Nov.	Moji & Kobe.

* Cargo only.

All dates are approximate and subject to alteration without notice.

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DEVELOPMENT OF AVIATION.

(Continued from Page 1.)

costly in time and money, is likely to give the best results in the end. Another point that is likely to lead to more efficient air lines is the complete separation of Commercial and Military aviation. I now come to the advance made in the machines themselves. Commercial flying really started in 1919; the largest machines carried 8 or 10 passengers at a speed of roughly 70 m.p.h.; these machines were really converted war machines, with two engines in most cases. They were uneconomical, slow and quite unsuited for the work, so it soon became obvious that machines would have to be designed and built specially to carry mails, passengers and freight.

An Advanced Stage.
After nearly ten years of experiments, we have reached what may be termed an advanced stage. Our machines are larger, they carry more than double the load, and in one case, that of the new Imperial Airways Ltd., they carry four times the load. Steady progress has been made in engine design; to-day our aircraft engines run for over 300 hours between overhauls instead of, as in the old days, 100. Many of you here to-night are engineers; so you will appreciate what this means in economy of operation.

This is such an important advancement; I think the time will not be wasted if we examine it more closely. A modern air liner flies 90,000 miles per annum, assuming she averages 100 m.p.h., that is, 900 flying hours. Three overhauls per annum instead of nine. That achievement is one the British Aircraft Industry may well be proud of.

Reading an American critic, in an American Aeronautical paper, on the recent International Aircraft Exhibition held in London, I was delighted to see that in his general summing up, he came to the conclusion that the workmanship and materials used in British aircraft were superior to those of any other country. It is this fact, together with our strict rules as regards licences for pilots and navigators that has made Imperial Airways and Civilian Flying in Britain what they are to-day.

Schneider Trophy.
Before leaving this section of my lecture I think that I ought to remind you that in spite of long preparation only two nations competed in the Schneider

HONG KONG TIDE

The tide-table given below has been obtained by aid of the Tide-predicting Machine, which includes 40 components for the better prediction of tides, from the result of the analysis of the tidal observations taken at the Kowloon tidal observatory under the direction of Dr. Doherty during the years 1887, 1888 and 1889.

The times and heights are given for Kowloon; but they may be used for the Victoria Naval Yard and Aberdeen, the differences being very small.

The times of high and low-water must not be considered to coincide with the times of slack-water and change of current, the two phenomena being quite distinct.

September 28 to October 4, 1929.

DATE	HIGH WATER	LOWER WATER
Sept.	Standard Times	Standard Times
Sat. 28	6 42 7.1	0 56 1.3
Sun. 29	6 47 4.9	1 18 4.8
Mon. 30	6 54 7.9	1 38 1.4
Tue. 1	7 03 6.1	1 58 1.6
Wed. 2	7 14 7.4	2 16 1.6
Thurs. 3	7 26 6.3	2 34 1.7
Fri. 4	7 39 7.2	2 52 1.7
Sat. 5	7 52 6.3	3 10 1.3
Sun. 6	8 05 5.8	3 28 2.3
Mon. 7	8 18 6.6	3 46 2.7

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No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 30th inst. will be subject to rent.

All claims against the steamer must be presented to the Underwriter on or before the 14th October, 1929, or they will not be recognised.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 20th inst. at 10 a.m. by Messrs. Goddard & Douglas.

No Fire Insurance has been effected.

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Agents.
Hong Kong, 22nd September, 1929.

servative. China has to face the same difficulty, and it is my opinion that it will be many years before the Chinese take to flying or, make use of the advantages to be gained from aerial mails. Therefore we must not judge the success or failure of aerial services in China till they have been operating for at least two years.

If we were to compare Chinese aviation with that of either Great Britain or America, we should find that to all intents and purposes, Chinese aviation is non-existent. There is, however, existing even to-day, the foundation for excellent military and civil aviation and in my next section I hope to be able to show you how progress may be made and how efficient civil and military aerial services can be established, and if established, what they would mean to the future development of China.

Possibilities of Future.
There is one golden rule that applies to all the development and reconstruction plans for China, it is "Political Upheavals and Civil Wars must end," otherwise all the excellent schemes propounded by the Nationalist Government are doomed to failure. Therefore, if we are going to look into the future of Chinese Aviation and discuss what could be done, we must assume that China is united under the Nationalist Government.

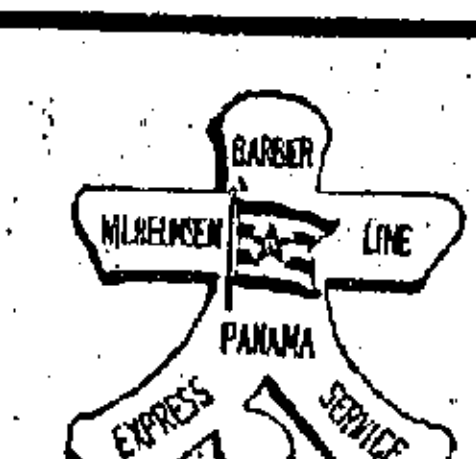
In the first place it is necessary to separate Military from Civil Aviation. Having done this, we may ask ourselves, what are the requirements of China in both these branches of this new science. I will deal with the Military side first.

So large a country as China obviously must have an Army and a Navy; it follows, quite naturally, that she must also have an Air Service. The old saying, "it is no good trying to run before you can walk," applies with absolute truth in aviation. I have examined this problem from all sides and I have come to the conclusion that the way to establish a sound and reliable Air Service in China, would be to assume that it must be started right from the beginning. I do not mean that it will be necessary to destroy everything existing to-day, but all departments and equipment must be reorganised and overhauled.

Aerial Stations.
The country should be divided into "Aerial Sections," five in all, The Southern Provinces, The Yangtze Provinces, The Northern Provinces, Manchuria and The Coast.

A series of aerodromes and landing grounds must be established in each Section; when this is done it will be time enough to appoint Flying Squadrons to their bases. While this work is in progress, the Central Aviation Department in Nanking, can draw up detailed plans and proposals, which I think should be divided into two periods. The first period of say two years, should start at once and be known as "The Training Period." During this time all flying and money should be concentrated upon the efficient training of the pilots and the engineers, in the art of operating and maintaining an Air Service. To carry this out in a satisfactory manner it will be necessary to establish at least two large training schools, both of which should have two sides, the flying side and the engineering side.

Aviation Missions.
In the past, countries who have found that they wish to develop their aviation, have employed foreigners to assist in the early days of training and to help with the general organisation. In near-



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ly every case these foreigners have been formed into what have been called 'Aviation Missions,' and in practically every case these Missions have been obtained from Great Britain. There are many reasons why China should obtain outside assistance in aviation. She has many pilots who have had a long experience of flying, but owing to the lack of machines and general organisation for flying, they have not been able to gain any wide experience. It was not until late in 1928 that cross country flights of any importance took place; obviously Chinese pilots have not in so short a time been able to gain a wide experience in this kind of aviation. I think all will agree with me, one of the principal advantages of an aerial fighting service over either the army or the navy is, its ability to move over long distances rapidly, and at short notice. Another important point: the Chinese pilots have little or no experience of aerial warfare. What little they have, has been gained under the most adverse conditions, and results obtained by them reflect great credit upon the actual aviators concerned. But even the most experienced of them will agree, they have no means of learning aerial warfare even at the present time. It is not a subject that can be picked up from books; practised at random and followed, without detailed explanation by those who have actually experienced it. To further investigate this proposal, let us assume that China em-

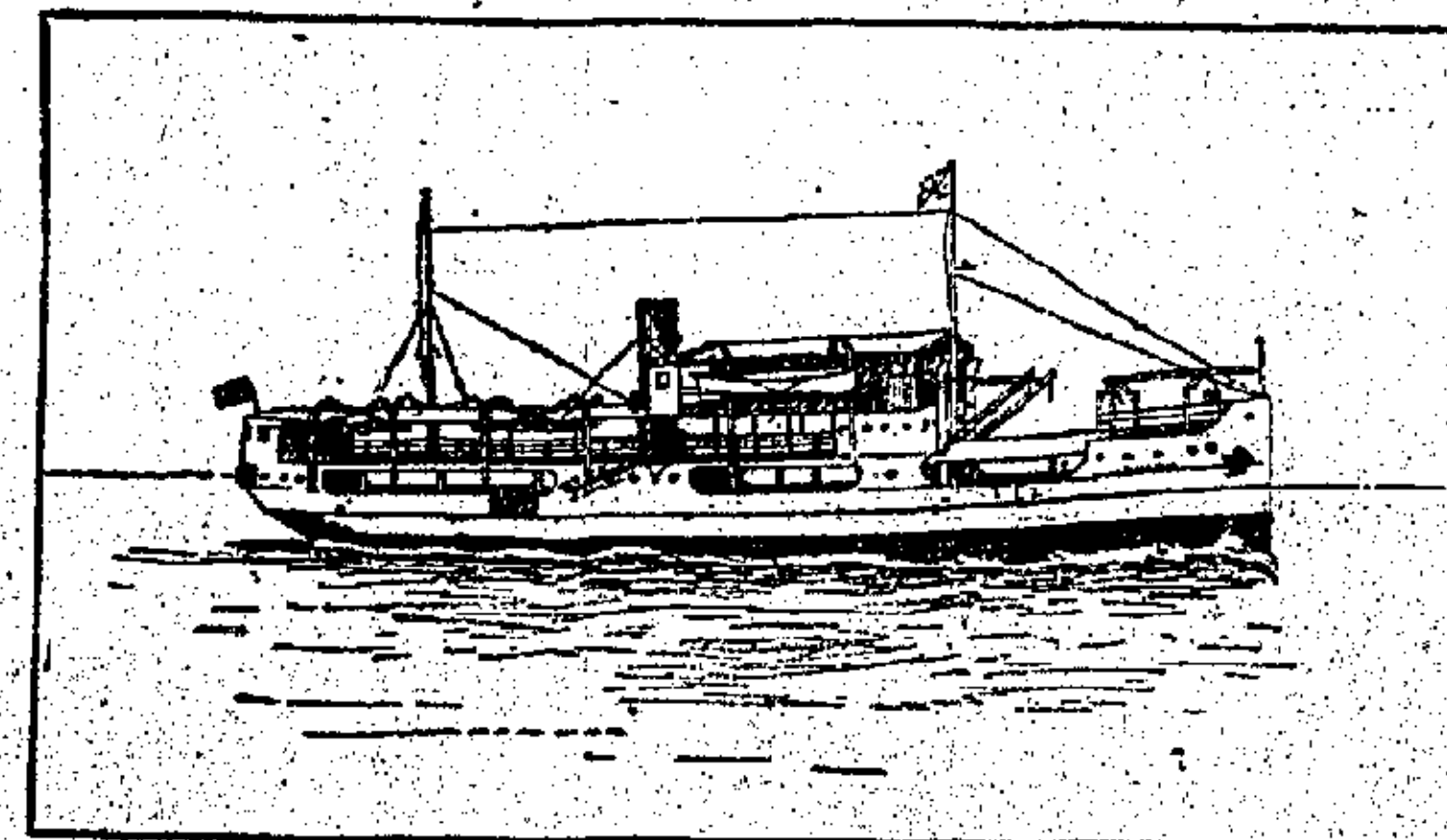
(Continued On Page 12)

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Well made comfortable car,
tubular handle, padded
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wheels 8 x 1/2 ins. rubber
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Hong Kong, Saturday, Sept. 28, 1929.

STILL WATERS

At the annual
K.C.C. Tenure meeting of the
Kowloon
Cricket Club it was disclosed that
the Club is still in a quandary re-
garding its future, so far as Club-
house and ground are concerned.
The Chairman stated that in May
the Government was approached
for a guarantee that the Club
would not be disturbed from its
present position for a number of
years as it has in view the build-
ing of a more modern and com-
fortable Club-house, but so far no
reply has been received. No re-
ply from May to September, mark
you! It may be that the file has
got lost or been devoured by
white ants or been spirited away
somehow. Be that as it may,
apparently the K.C.C. could not
wait any longer for that precious
reply to be forthcoming and the
Vice-President interviewed the
Colonial Secretary at the begin-
ning of August.

The only in-
formation that
the Vice-Pres-
ident was able to extract was
that no alteration in the present
position could be guaranteed.
Therefore, it seems that the Club
shall have no alternative but to
exercise its option in taking over
certain plots in King's Park in
September, 1931. That means
that the present fine ground,
which has witnessed the phenom-
enal growth of the K.C.C., will
have to be vacated in favour of
the military. The change will be
regretted by many who have got

used to the K.C.C. in its present
site for so many years, but there
is no use to be pessimistic. No
one can foresee the future, and it
may be that in King's Park the
future K.C.C. will be something
really great in keeping with the
enormous expansion of the main-
land.

In the Straits, as
Smuggling in Hong Kong, the
Of Opium smuggling of
opium is giving
the authorities great concern.
"Smuggling by Chinese immi-
grants and by members of ships'
crews, particularly of those on
the 'China run, continued un-
abated," states Mr. Gordon
Wilson in his annual report on
the Straits Opium Monopoly.
"Judging by the seizures, the
activities of big organised gangs
would appear for the time being
to have been somewhat curtailed."
Is that a justifiable conclu-
sion? There was a time there
were frequent and sensational
seizures. Hauls worth \$50,000
and more were not uncommon.
The stuff is still found in immi-
grants' luggage, of course, but
that is an insignificant side-line.
The big gangs conceal their
chandu in engine-rooms, water-
tanks, or they bring it down in
junks and land it at night by
motor-boat. To search a ship
thoroughly is an extremely dirty
and strenuous job, and it requires
expert knowledge. One hopes
that that work is being done as
well as it used to be.

As for Mr.
A Remarkable Wilson's belief
Statement that the big
gangs were
not as active as usual in 1928, Mr.
Tan Kah-kee recently made the
remarkable statement that the
price of chandu in the Straits is
\$10 a tahl, as against \$20 in
China. If the latter figure is cor-
rect, one would expect a marked
drop in smuggling—indeed no
smuggling at all—but it is
thought it well-informed quarters
that Mr. Tan Kah-kee is mis-
informed on this point. If immi-
grants still find smuggling worth
while, surely the big gangs will
do so. Mr. Wilson may be right,
but one is left with the regret-
table suspicion (says the "Straits
Times") that in dealing with the
underworld, blameless morality
may have its disadvantages.

To-morrow is the
Confucius anniversary of
Day China's greatest
age, Confucius.
Celebrations last year were not
able in Hong Kong because the

day (in the old calendar), the
27th of the 8th moon, coincided
with October 10 in the Gregorian
calendar, which is China's national
day. Responsible opinion
favoured the making of October
10 into one of the statute bank
holidays of Hong Kong, in place
of the second Monday in Octo-
ber, which is October 14 this
year. Rather late, the author-
ities have approved of October 10
being a holiday here; and October
14 is to remain one because,
among other matters, a race
meeting has been fixed on the
strength of the annual announce-
ment including the date.

Observances in
Observances Canton and
Lukewarm other places in
China, however,
are likely to be lukewarm, in view
of the recent agitation against
old customs. Still, some recogni-
tion will be paid to Confucius, if
only because his teachings are re-
spected all over the world. The
Confucian Society and the Chung
Wah Seng Kung Association are
the principal institutions in Hong
Kong connected with Con-
fucianism; their members will
take part in ceremonies all over
Hong Kong to-morrow.

What
"Confucianism"
Means

The word "Confucianism," according
to what Confucius himself said, "With
respect to my teachings, 'Differences'
are nothing to me, but the 'Good'
medium for 'Human Benevolence' is
the repose of our soul," it is to be un-
derstood that such doctrines as his are
quite different from the mystical
terms in the common course of religion.
His philosophy might lead to the belief
of God, such God as cherished in any
one's bosom, with not any definite
name or religious title, but the full de-
velopment in one's conscience of
humanity is the heavenly coincidence
of it. In fact, he is the supporter of all
religions. Besides, his teachings lead
mainly to the research of all subjects,
of whatever class and personage. The
chief idea is to bury all differences
either racial, sexual, or professional,
really not to be bound in any egotistic
or superstitious view, but to be cap-
acious for all sciences as well as re-
ligious essentials. In short, it is simply
a means of development and progress
in humanity, for the sake of all.

Mr. H. Glover, representative of
Pilkington Bros., British glass
manufacturers, arrived per the s.s.
"Mantua."

The name of Mr. Yip Tai-ching,
M.B.C.S. (England), L.R.C.P. (Lon-
don), B.M.B.S. (London University)
has been added to the Register of
Medical Practitioners.

The total output of the Kailan
Mining Administration's mines for
the week ending September 14,
amounted to 94,803 tons, and the
sales during the period to 69,866
tons.

Taking a huge dose of Lysol in
an endeavour to poison herself Lee
Ying, of No. 11, Swatow-street was
yesterday removed to the Govern-
ment Civil Hospital in a critical
condition.

His Excellency the Governor has,
under instructions from the Secre-
tary of State for the Colonies, been
pleased to recognise Senor Enrique
Gonzalez, Mexican Consul-General
in London, as being in addition
Mexican Consul-General for Hong
Kong.

BOXER'S DEATH

FLYWEIGHT CHAMPION'S
SAD END
PREPARING FOR FIGHT

London, Yesterday.
The death has occurred of Johnny
Hill, the British flyweight cham-
pion, at the age of twenty-three.
Hill was training at Strathmiglo,
Fife-shire, for the world's cham-
pionship fight in London on Octo-
ber 12, against the American,
Frankie Genaro. He contracted a
chill on Monday, but was allowed
out yesterday. He had a relapse
during the night, and burst a blood-
vessel in his lung.—Reuter.

A SAD CASE

GARDENER WHO THOUGHT HE
WAS TRAFFIC OFFICER
SENT TO HOSPITAL

A Chinese, believed to be insane,
caused some diversion in town yester-
day when, armed with a long stick,
he stood at the foot of Wyndham Street
directing traffic in Queen's Road Cen-
tral. An Indian Policeman took him
to Police Headquarters where the man
exhibited a badge marked "J.P." and
claimed that it had been given to him
by the Governor of Macao. He also
said that he had been sent here by the
Macao Government on holiday. Ques-
tioned further as to his "position" in
the Portuguese Colony, the man said
that he was gardener at Macao Gov-
ernment House. The Police sent him
to the Government Civil Hospital.

ST. ANDREW'S ANNUAL GENERAL MEETING YESTERDAY ELECTION OF OFFICERS

The annual general meeting of the
Hong Kong Branch of the St. Andrew's
Society was held in the City Hall last
evening, under the chairmanship of Mr.
A. H. Ferguson, in the absence of Mr.
Gordon Mackie, who is on leave from
the Colony. There was a large attend-
ance of members.

In the course of his remarks, the
Chairman said he was very pleased to
see that the Society continued to flour-
ish. There was still room, however,
for more members. It was hoped that
some of the Scottish newcomers to the
Colony would associate themselves with
the activities of the Society which was
"a sort of gathering of the Clans" and
a "get-together society."

The usual ball in connection with
the St. Andrew's festivities was a great
success and the Society was under a
very deep debt of gratitude to Mr.
Gordon Mackie, the Committee, and
all who had worked in connection with
the ball. He commended his listeners to
the activities of the Reel Club and
hoped they would attend the bi-weekly
prize dances arranged by that body.

Mr. Ferguson made an appeal on
behalf of the Scottish Company of the
H.K.V.D.C. which, he understood, was
very much depleted in numbers. He
suggested that the Society should do
everything possible to recruit it to full
strength.

Election of Officers
The following officers for the ensu-
ing year were elected unanimously:—

President: Mr. A. H. Ferguson.
Vice-President: Mr. K. S. Greig.
Joint Secretaries: Messrs. H. M.
Brydon and J. S. Drummond.

Treasurer: Mr. T. J. H. Fox.
Committee: Messrs. B. W. H. A.
Cameron, D. Gow, K. S. Morrison, Dr.
J. C. MacGown, Messrs. A. Ritchie, A.
Stevenson, and P. Tod.

The meeting recorded a hearty vote
of thanks to Mr. Gordon Mackie for
his past services.
Mr. Russell suggested that the din-
ner to be held in connection with the
year, as "congestion" occurred on the
last occasion.

Upon the Chairman's suggestion,
however, it was decided to leave the
matter in the hands of the Committee.
Mr. J. Russell also suggested that
Sub-Committees from St. Andrew's, St.
George's, and other societies meet to
bring pressure to bear upon the Gov-
ernment for the reconstruction of the
present City Hall, or alternatively, to
see if a "Union Hall" for the use of
the various Societies in the Colony.

The Chairman pointed out that there
were innumerable difficulties in the way
of the latter scheme but he quite agreed
that the City Hall presented a prob-
lem which the Government should
tackle. As pressure was already being
brought to bear from other and more
influential sources, he did not think it
necessary for the Society to intervene.

The meeting terminated with a vote
of thanks to the Chair.

SHANGHAI COURT

DUTCH IN SYMPATHY WITH
REORGANISATION

NEGOTIATIONS IN NANKING

Canton, Yesterday.
A Shanghai cable states that Mr.
W. J. Oudendijk, the Dutch Minis-
ter, on behalf of the Diplomatic
Body, has replied to the Ministry
of Foreign Affairs regarding the
re-organisation of the Shanghai
Provisional Court, expressing sym-
pathy with China's request. Foreign
representatives will be sent to
Nanking for negotiation on this
matter.—Canton News Agency.

CULT OF ENGLISH

HONG KONG BRANCH OF
ASSOCIATION

H.E. THE GOVERNOR TO ATTEND

His Excellency Sir Cecil Clementi,
K.C.M.G., M.A., LL.D., will explain the
scope of the English Association and
the aims of the proposed Hong Kong
branch, at the constituent meeting on
Monday. The meeting is to be held in
the Grand Hall, at 5.30 p.m. It is
hoped that those who are interested in
English Literature or in linguistic
questions, will turn up to the meet-
ing, and enroll as members.

If your native language is English
you will join the Association because
you are interested in your noble herit-
age, and you may wish to preserve it
from corruption or to embellish it with
novelties. If your native language is
Chinese, you will join the Association
because you have in English an inter-
national language, and a universal
literature, which are of unique service-
ability and easy accessibility to every
enterprising Chinese in Hong Kong.

If your native language is neither
English nor Chinese, but you find your-
self for some months a resident of this
Colony, you will join the Association
because you are in circumstances to
which the English language is the key
and English literature the lamp.

It is difficult to imagine anything
more inclusive than English literature.
"Here is God's Plenty," said Dryden
about the morning star of English
poetry. And what he said about Eng-
lish literature as revived by Chaucer
has been true right down to Chester-
ton.—Contributed.

General the Earl of Cavan pre-
sented colours to the 5th Hunting-
donshire (Territorial) Battalion of
the Northamptonshire Regiment in
the grounds of Arundel Castle,
Sussex.

P'RAPS — P'RAPS NOT!

He: "You had beauty and brains
when I married you, Jane."
Jane: "Well, I might have had
beauty, John, but I surely didn't
have brains."

Steward: "Anything I can do for
you, sir?"
Sick Passenger: "Yes, steward;
asked the chief engineer if there's
any hope of the boiler blowing up."

Magistrate: "Whatever could you
have been thinking of to steal all
those sheep?"
Accused: "I dunno, your wor-
ship. I must ha' been wool gather-
ing."

Haskins: "By the way, who was
the best man at your wedding?"
Willowby: "The parson; I think
You see, it was all profit for him,
and no risk whatsoever!"

Mother: "And you know what
happens to the little boy who clings
to his mother's skirts in these
days?"
Bobbie: "Yes. He becomes a
trapeze artist."

Applicant: "Got a job to give me,
boss?"
Foreman: "Sorry, I just dismiss-
ed a man because there was no work
for him."

Applicant: "Can I have his
job?"
Sympathiser: "How's your in-
somnia?"

Incurable: "Worse and worse. I
can't even sleep when it's time to
get up!"

An Oxford undergraduate, a son
of the vicar, discovered he was
uncomfortably short of money, so
he spent some time concocting a
letter that would "have the right
effect upon, a somewhat severe
parent."

When finally completed, the letter
read as follows: "My dear father,
I wonder if you will oblige me very
greatly by sending me a copy of this
month's parish magazine, and a five-
pound note? P.S.—Don't forget the
parish magazine."

A rather small office boy, who had
worked for a year on a salary of
twelve shillings a week, finally
plucked up courage to ask for an
increase.

"How much more would you
like?" inquired the employer.
"Well," answered the lad, "I
think eight shillings extra a week
would not be too much."

"But you seem rather a small boy
to be earning £1 a week."
"I suppose I do, sir. I know I'm
small for my age, but since I've been
here I haven't had time to grow."

He received the rise!

"I contend," said counsel for the
defence, "that a tomato, however
well aimed, could not have caused
a black eye."

"But it was in a tin, sir," replied
the witness.

"Before giving a final answer,"
she said, with a becoming blush, "I
shall refer you to father."

"But I am perfectly willing to
take you without any reference," he
replied.

Chaufeur (applying for job, to
doctor): "I was last with Dr.
Sawbones, and I may say, sir, that
in the course of my duties I was the
means of providin' 'im with quite a
lot of patients."

A little girl of three suddenly
burst out crying at the dinner table.
"Why, Betty?" said her mother,
"what is the matter?"

"Oh," sobbed Betty, "my teeth
trod on my tongue!"

"I say, my aunt in Scotland sent
me a cheque for a birthday pres-
ent."

"Good. Then you can pay me
that pound you owe me."

"Now just wait while I tell you
the rest of my dream."

"Who was the greatest liar ever
known, Bobby?" A pause. "Surely
you must know, my lad."

"Well, sir, of course, I know there
was Ananias; but then there's my
young brother!"

Tommy: "I think mamma is an
awful gossip."

Ethel: "Oh, Tommy, how can
you say such a thing?"

Tommy: "Well she is; every-
thing I do she immediately goes in
and tells papa. I hate gossip."

First Lady: "Er order take care
of that cough of 'er's. I remember
er told me once 'er old father died
of throat trouble."

Second Lady: "Ah, but 'isn't that
the same sort. 'E was 'anged!"

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1929

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Lee Yee, 12, D'Aguiar Street,
Excelsior Co., 5, D'Aguiar Street.

China The Mail

ESTABLISHED
1845

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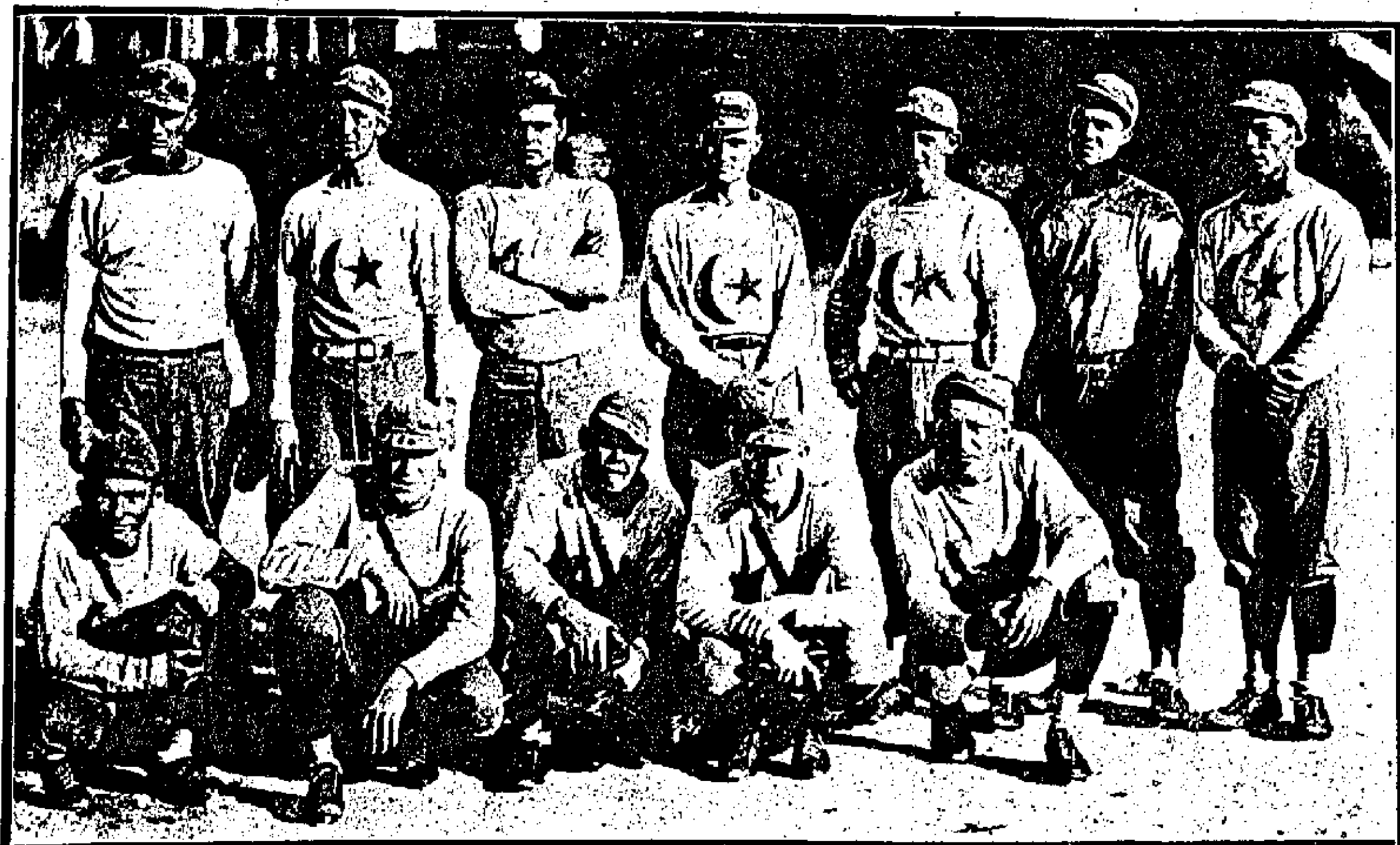
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SATURDAY, SEPTEMBER 28, 1929.

PIONEER ART SUPPLEMENT.

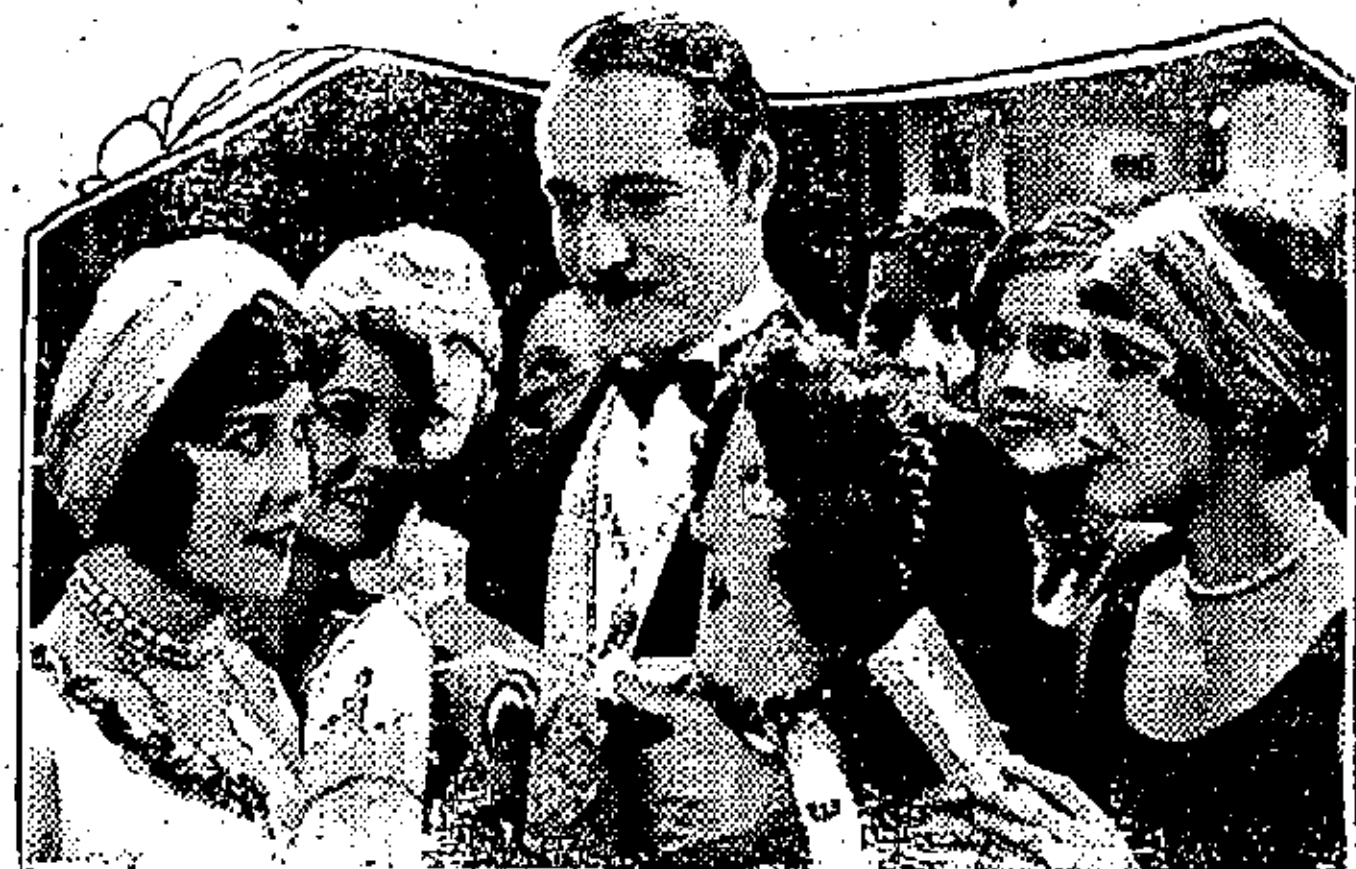
7



VICTORIOUS BASEBALL TEAM.—From the U.S.S. "Mindanao," seen in Hong Kong. They defeated the "H.K. XI," who vanquished an all-Hong Kong XI.—(K. Fujiyama).



ONE OF NATURE'S FEARS.—Who put those two rocks on top like that? The "natives" don't know. It is put down to nature and can be seen out at Castle Peak Bay.



A CROWDED SCENE.—From "Man, Woman and Wife," the Universal picture to be shown at the Queen's Theatre on Tuesday and Wednesday. Norman Kerry is the hero at whom the ladies are "making eyes."



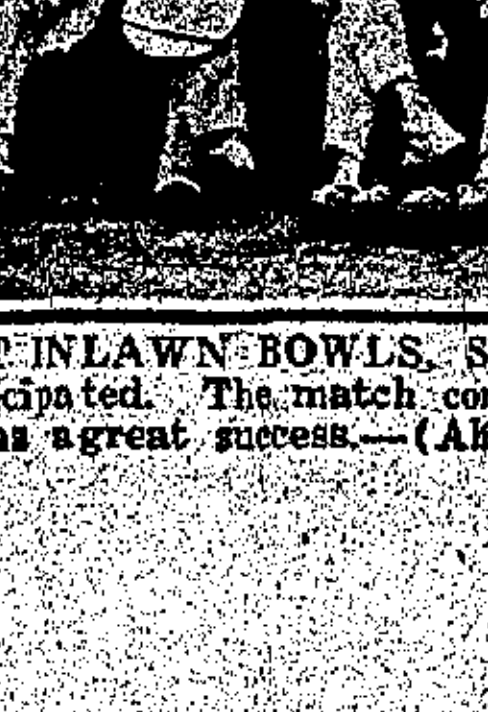
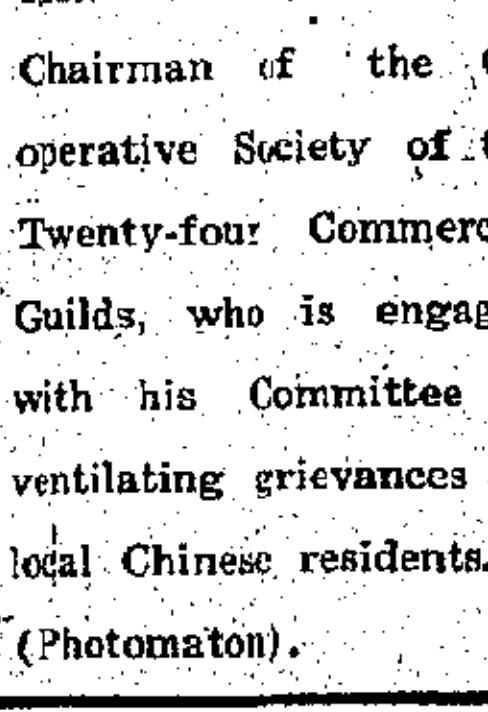
PRIEST OF MANY COLOURS.—A priestly follower of Vishnu, one of the chief Hindu Gods of India. His gay decorations are the emblems of his office. Followers of Vishnu have from time immemorial expressed their worship in art, some of which would not pass the censor in Western countries. Many of the sculptured old cave temples are to the honour of Vishnu. Temples, ancient or modern, are either decorated in colour or ornamented with carving.



"SOLLY" JOEL.—The race horse owner, wearing a smart dressing gown, coming ashore after his morning swim at Deauville.



LON CHANEY.—In "Laugh, Clown, Laugh," with Loretta Young. At the Star Theatre on Tuesday and Wednesday.



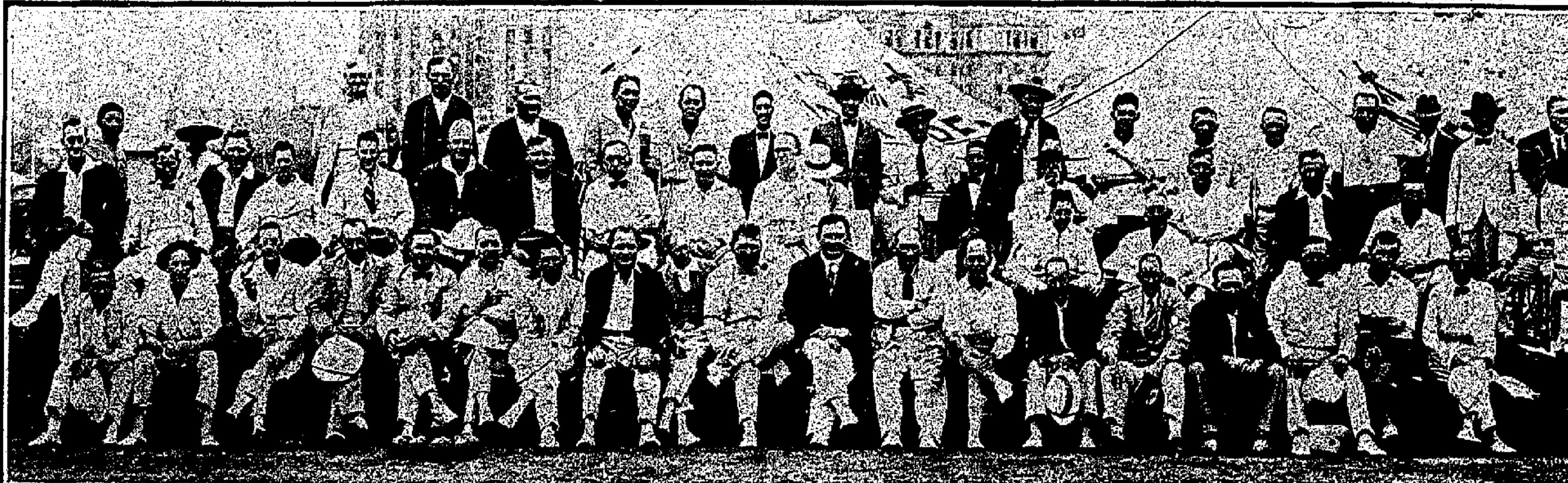
CHINA'S NEW FASHIONS.—The magnificent Majestic Hotel of Shanghai is becoming very much in demand for high-class Chinese weddings. The bride seen here is Miss Juliana Yuyun Yen. The groom is Dr. Kwangson Young of the Foreign Ministry.—(Chung Hwa Studio).



KIDDIES HOLD FANCY DRESS PARTY AT WEI-HAI-WEI.—Youngsters staying at King's Hotel at Wei-hai-wei recently held a fancy-dress party which proved a great success.



INTERNATIONAL T.T. RACE.—R. Carraciola (Germany) in his winning car, a Mercedes-Benz. (See also page 9 of this issue).



ENGLAND VS. THE REST IN LAWN BOWLS, SHANGHAI.—Some of the lawn bowlers who took part in the match, England v. the Rest, played on the Race Course. Altogether 72 players participated. The match commenced in the morning and was resumed in the afternoon. The game was 81 heads and was the first of its kind ever played in Shanghai. It was a great success.—(Al Fong).

The WOMAN'S Page



Here are two knitted suits for golf in the cooler months. Individual designs and smart colour combinations give them a very important place in the "circle of sport."



A dustcoat of rather masculine cut with belt and buckle. Combined with the scarf—and there is abundant scariness for a run-in the car out in the New Territory.



Leone Lane, a film star, is seen here in a rather vivid sports coat highly suggestive of the American Indian both in motive and coloring. Red, orange, green and black combine in the fascinating array.



This sketch depicts two of the latest tennis frocks from America. That at the left is of cotton broadcloth. The other is of white pique.



Note the intriguing back treatment of the bathing suit drawn here. The suit of beach pyjamas is as worn on the Lido a few weeks ago.

BRIGHT HANDBAGS

Handbags become more and more important every day, and it seems quite odd to think there was ever a time when one handbag had to do duty for several occasions. Now-a-days the chic woman likes to have a handbag to match either each ensemble or the accessories that go with each ensemble in the way of hat, scarf, belt and shoes.

The very latest notion is to choose a gay linen handbag to go with one's linen frocks; handbags and scarves of striped crepe-de-Chine to accompany one's morning suits; and workmanlike handbags of tweed to match one's sports outfit.

Another original idea is the handbag of finely plaited straw to go with summer tailor-mades. Geometrical designs, triangles and stripes, in contrasting colours are very much liked.

Another charming fashion for summer days is the handbag of macrame cord, worked into dainty flower designs in all sorts of pretty colourings. Kasha handbags, checked or striped to match one's suit, and accompanying a scarf of the same fabric, are considered the last word of all in handbag fashions, having won the approval of all the big Paris dressmakers.

Women with clever fingers will be glad to learn that printed shantung is used to make pockettes, with scarves to match. Bright little handbags of checked taffeta with the inevitable matching notion.

CHIFFON AND LACE

Just at this time of year, chiffon and lace hold an important place in the wardrobe of the well-dressed woman. Equally suitable for day or evening wear, they prove a real stand-by these sunny days, when afternoon functions have a way of lengthening out till long past the cocktail hour, and finally merging into impromptu dinner parties. There are, this season, many lace and chiffon designs seen at best in the all-popular black.

Rather novel is a patterned chiffon either checked, flowered or spotted in all black. Sometimes a tint of colour is added, but in general all-black is considered smarter and more practical. Long sleeves look well in this diaphanous fabric and give the finishing touch that makes them at once look suitable either for a garden party or an "al fresco" dinner. The normal décolletage being higher in front, is helpful when such a gown has to do duty for daytime functions. It may even be sleeveless, for the matching coat is there. The coat to match, or a silk or velvet, in black, lined chiffon, is the best finish to such styles of all-black frocks.

QUEEN'S GIFTS

The Queen does not keep all the antiques she buys for herself. She has recently presented to the London Museum a group of wax fruit under a glass case, a very fine example of an ornament greatly favoured in mid-Victorian times. She has also given the museum two Victorian gold bracelets, one set with turquoise, and the other in the form of a snake beautifully chased.

BEADS AND BUGLES

There are a few women with very elegant figures who always look their best in beaded evening gowns—if I think of one made of thousands upon thousands of tiny jet beads, mounted upon black silk net, very flexible and light as a feather. A scarf of the same work went with it, and was draped like chiffon over the shoulders. All the beads are sewn on by hand.

Another gown, of silver bugle beads, fitted the perfect figure of the mannequin like a mermaid's skin. The bead pattern was worked in a wave design all over the dress, which fell well below the knees in front and touched the ground at the back in a deep scalloped panel. The woman who paraded it had a wonderful white shingle, and wore a riviére of diamonds, the ends hanging down her back. She looked marvellous—so grande dame!

SHOES FOR THE WEEK

They will be coloured, and the fashionable shades of bright green, buttercup yellow, sunburn or blue will have printed figures. The idea is to match the fundamental colour of the costume with footwear, and so there are many models in the different colours. Linen and Shantung or pongee silk are much used, and printed figures or embroideries smarten them. There are strapped slippers, Oxfords and pumps, and heels are, usually, either spike or continental.

An Artist's Attention to Detail



These two designs give a wealth of minor information to the discerning woman. Note that the skirts reach to below the kneecap. One of the highest authorities predicts that they will be 4½ inches longer this coming winter than hitherto. Hong Kong ladies may, however, prefer to decide for themselves. On the right is a design for to-day and, on the left, is one for next month.

SENSATIONAL RESULTS OF A REVOLUTIONARY CHANGE IN THE PRODUCTION OF CAMERAS

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A REVIVAL

DEEP MAUVE PLUM SHADE

If you have a distaste for all black, there is a revival of the deep mauve plum shade, which is wonderfully becoming to brunettes with rich black hair and clear skins.

A very charming little suit in this colour, was recently shown, in a thick cashmere material. The overblouse was of crepe de chine a shade darker, made with the inevitable jabot, and having a narrow belt of cashmere fastened with an old oxydised buckle.

All crepe de Chine jumpers have belts of material to match the skirts, whether they be of tweed, tussore or lamage.

IS IT A BARGAIN?

MANY REAL POSSESSIONS ACQUIRED

Just what constitutes a bargain? Not the thing you do not need, even if its price is a temptation but the thing you need and can use, and would, perhaps, have to buy anyway, even at its original price. That it is offered you at a reduction is the result of logical causes, for a merchant cannot be overstocked, he cannot carry seasonable merchandise over, and he may not offer his trade a soiled, or a shopworn thing.

The woman with a good knowledge of fabrics and the fundamentals of the mode can acquire many a real possession in the course of the mid-season sales that come twice a year. It will mean nothing to her that linen is soiled, if it is in good condition, for a tabbing will restore it to first-class condition, and she knows that its mussiness is its reason for being there. The tradesman cannot sell a laundered thing.

Pitfall and Snare

But there are some offerings, genuine bargains, in a way, that will prove a pitfall and a snare. A French frock, let us say, a marvel of fine handwork, is offered for the proverbial "song." Be sure, before acquiring it, that it has not hung so long on the hanger that it has become weakened, the material is sure to give way after a few wearings. And try to match the fabric of an import, when repairs become imperative.

Again—be sure that you know just what fashion has to say about the lines of your purchase. It may be that you have found a model that looks like a genuine

"PIQUE DE SOIE"

SUITS A SUN-TANNED COMPLEXION

Haven't you found that there are certain fabrics that take colours more fascinatingly than other fabrics? And isn't it wonderful when such a fabric is washable, cool and wears well, especially if one wishes it for summer wear? Such a material is silk pique, which is to be had in the most subtle pastel tones and is lovely in white, the latter always considered smartest with the new sun-tanned complexion.

Running through the shades that are featured generally in this material, there is egg-shell, most popular new colour, orchid, maize, green flesh and maize, as well as the sport tan shades. And this fabric is appropriate to the woman, the debutante, the sub-deb and the little girl, and is quite as effective for spectator sports as for the game itself. For ties and bows and appliques, crepe de chine is the favourite trimming material.

bargain, except that it is too short. The sales lady assures you that there is at ample hem and it can be "let down." This accomplished, you find that all the smartness and charm have evaporated, for all the lines were drawn in proportion. Lowering the hem throws them out.

The thing you buy and do not use is the thing you cannot afford. It is never extravagance to put money into quality, it were even better to sacrifice quantity, for you will be better dressed. The unusual thing is not a bargain, for it is, probably, reduced in price because it would not sell.



is now showing a new selection of

SHETLAND BED SNUGS

all in delicate shades and edged with Swan Down

SHETLAND VESTS

and

S.S. CORSETS

also a beautiful range of

NEW MILLINERY.

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"CAMELIA" solves a problem which has always been a cause of distress to womankind. No wonder that wherever "CAMELIA" is introduced it is permanently adopted! "CAMELIA" is a new idea which entirely supersedes all other forms of sanitary pads.

Insist on CAMELIA.

Obtainable at all drug and general stores.

Our Homeside Picture Service



HOLIDAY SCENE AT BRIGHTON.—"London-by-the-Sea"—one of the most popular of England's south coast seaside resorts. A camera view of the merry throng on Brighton Beach.—(Sport and General).



FINSBURY'S 14 PAIRS OF TWINS.—At the Child Welfare Centre, a group of the mothers and their off-spring—each pair of twins looking as like as two peas in a pod.—(Sport and General).



AT LONDON'S "SEASIDE".—A favourite playground for children of the poorer classes, who, unable to go to the seaside, take full advantage of the lake at Bishop's Park, Fulham.—(Sport and General).



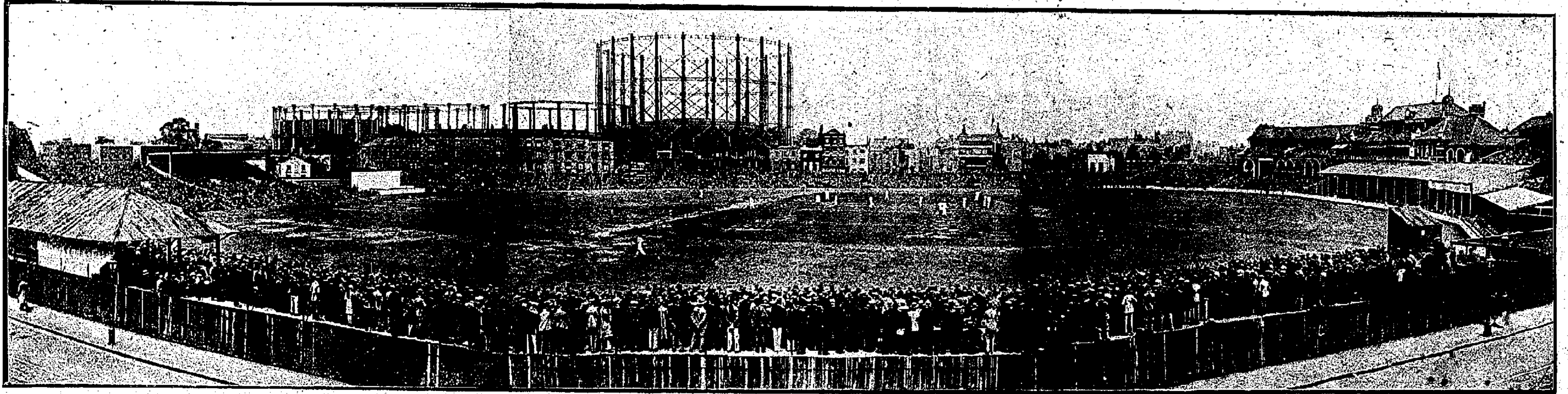
ENGLISH LADY TENNIS "STAR" AT DEAUVILLE.—Miss Eileen Bennett, with her fiancé, Mr. Fearnley Whit, again, leaving the water after bathing at the ever popular French seaside resort. Note her ensemble.—(Sport and General).



DELIGHTFUL MODEL FOR THE AUTUMN.—This becoming autumn felt hat with the latest upturned brim is remarkably chic in black and white. It comes from the house of Scott, of London's famous Bond-street.—(Sport and General).



SECRETS!—A charming study at the third All-Children's Pony Show and Gymkhana, at Dunster, Somerset. Little Felicity Quarrie is telling Mrs. Graig's pony "Starlight" to win a first prize. It did.—(Sport and General).



FINAL TEST MATCH BETWEEN ENGLAND AND SOUTH AFRICA.—At the Oval ground, London, which resulted in a draw. Great crowds attended and were rewarded on the second day by watching a wonderful partnership between H. W. Taylor and H. G. Deane who scored 214 between them, and were given a great ovation. Here is a general view of the match. Taylor and Deane (captain) are seen running between the wickets during their great partnership for South Africa.—(Sport and General).



INTERNATIONAL ROAD RACE.—Drivers and mechanics rushing for their cars at the start of the 400 miles road race over the difficult Ards Circuit, near Belfast, Ireland, in which 75 cars representing six nations competed for the R.A.C. International T.T. Cup. The race was won in 5 hrs. 32 mins. 40 secs. at a speed of 72.82 miles per hour.—(Sport and General).



BRITAIN'S WIN IN SCHNEIDER CUP.—The Clouston Napier VI monoplane, with fuselage and wings of golden colour, hence the name "Golden Bird." The floats were silvered. This was seen for the first time leaving the hangars after the lifting of the survey ban at Calshot Air Station, prior to Britain's victory in the international race.—(Sport and General).



ARMY MANOEUVRES IN ENGLAND.—The 1st Cavalry Brigade of Aldershot with a new type of folding boat for bridge building. A medium six-wheeler crossed the Brown Span Raft over the Basingstoke Canal, as seen in photo. Note the overhead camouflage screen for protection from aircraft observation, not unlike a fisherman's net.—(Sport and General).



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THE HONG KONG SPORTING
ARMS & AMMUNITION
STORE
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NOTICE TO SHIPOWNERS, MASTERS & AGENTS.

The Yuen Wo Seamen's Institute always has men available to ship as watchmen, seamen, &c.

Our men are employed by the leading passenger lines. We guarantee satisfaction.

Please phone or call:—
K.661—No. 2, Saigon
Street, Yaumati or
C.2560—No. 36, Tung
Man Street.

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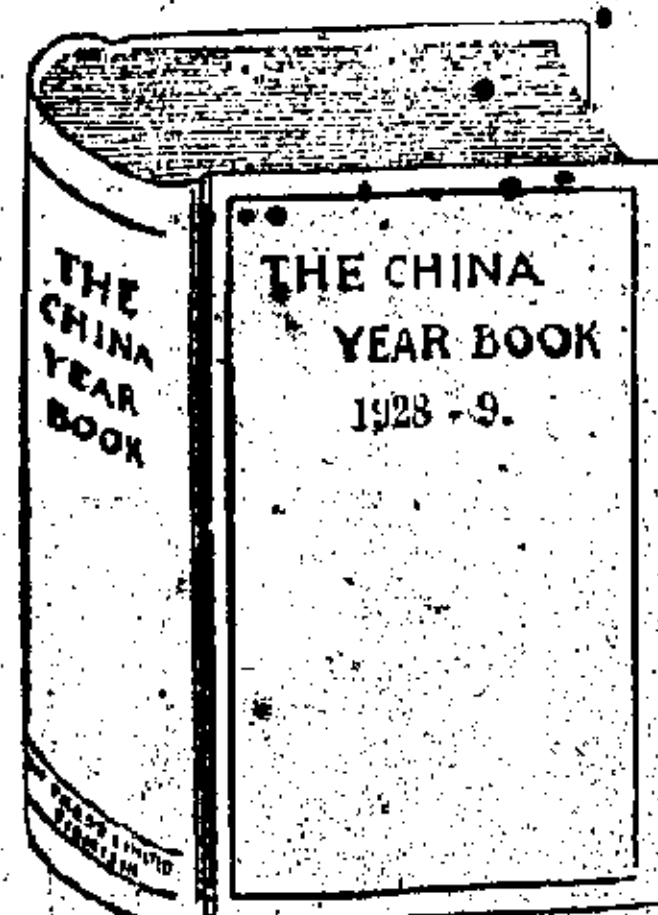
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Price Moderate.

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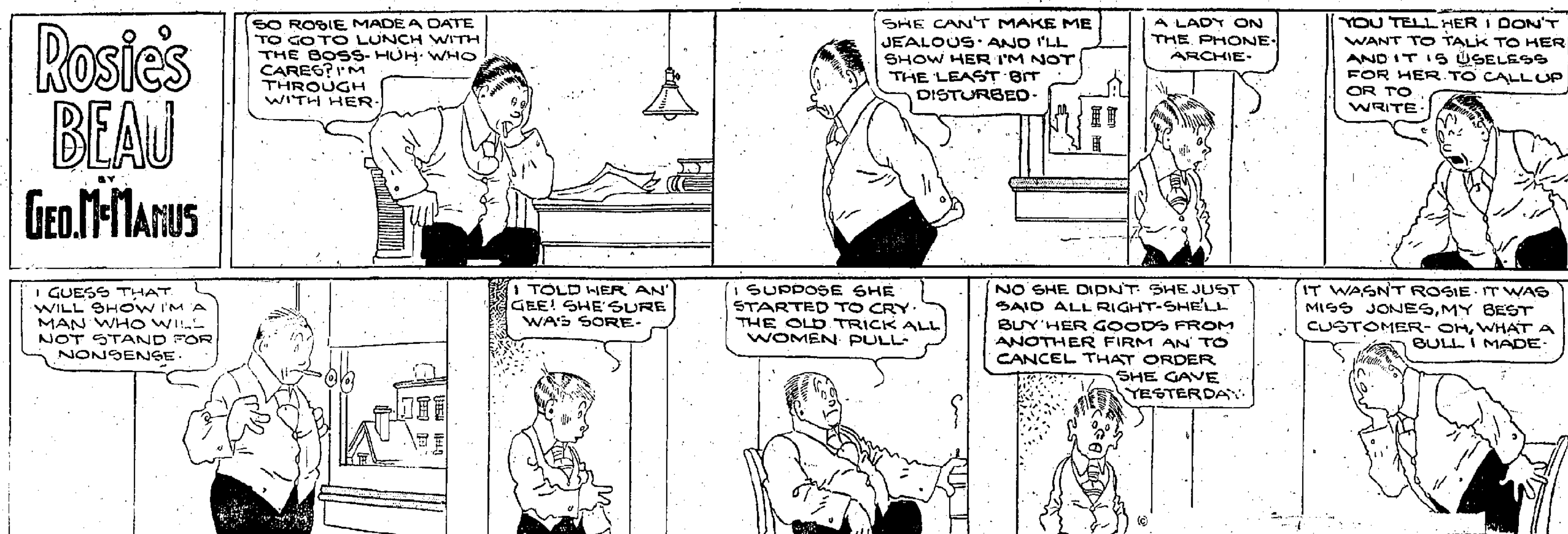
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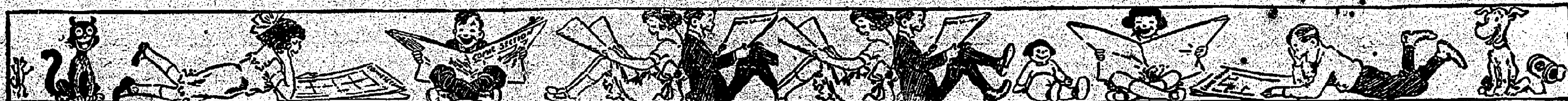
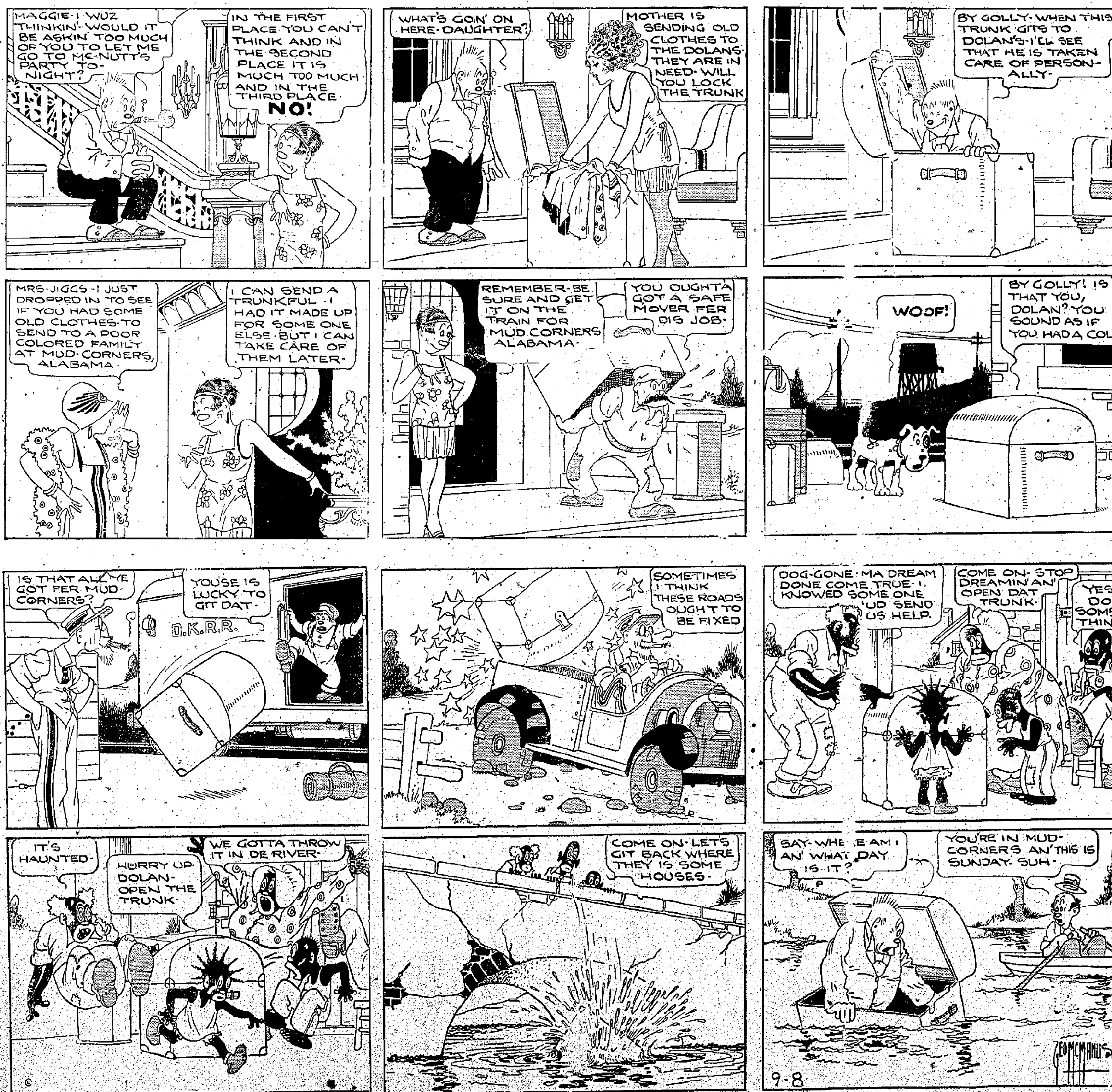
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Rosie's BEAU

Geo. McManus



Bringing Up Father



OUR WEEKLY SERMON

Importance of Historical Element in Christianity

MODERN CHURCHMAN'S VIEWS

[By Michael Oakeshott, M.A., Fellow of Gonville and Caius College, Cambridge]

(Continued from September 21.)

It is a comparatively simple matter to detect inadequacy in ideas and systems of ideas, but we can claim to have performed no useful service until we have pointed to the affirmative ground upon which our negative are based. And the state of affairs I have detailed, like all negatives, demands its positive complement, which I can best supply, as I see it, by asking two more questions. (i) Is the belief in the necessity of the *prima facie* historical the only interpretation of the historical element of Christianity? (ii) And, if not, what other interpretation is there which gives us greater insight into this element of our religion?

Traditional Interpretation
I have tried to make clear that what we have been examining is only the traditional interpretation of the historical element of Christianity, and the rest of my argument would, I think, go to support a suggestion that there might be another view of the matter, no less Christian and a little more logical. The traditional view is a crude interpretation, the work of naive religious minds seeking a theory of our sort rather than of critical minds seeking consistency. It is without philosophical plausibility, or, when we see it clearly, any lasting practical value, for what practical value it possesses depends upon a condition of mind neither permanent nor essentially Christian. But I believe that there is another and better interpretation of this felt necessity for the historical and of the particular satisfaction Christianity has afforded it.

Demands of Ordinary People
Religion and the religious consciousness, as I understand them, are essentially practical. A religion, in a manner to which a philosophy is not subject, may be proved lacking, by being proved inadequate to the demands of the ordinary life of ordinary people. Our felt wants are, of necessity, the starting point of our religion; not the complex desires of that kind of sophistication which would see clearly the nature and meaning of the universe as a whole, but the simple needs inseparable from an active and practical life. Religion exists to satisfy our craving for knowledge apart from the knowledge which comes with the mere strength and courage to take life as it is and turn its necessities to glorious gain. One of these felt wants, one to which the religious consciousness is particularly sensitive, is the need for an almost sensible perception of the reality of the object of belief.

What Religion Demands
Religion demands not that the necessity for the existence of what it believes in should be proved, for that is an academic interest, but to be made intensely aware of the actual existence of the object of belief. A kleptomaniac may know that it is wrong to steal, but he does not know it in such a way as to feel it. And a philosophic proof, for example, of the necessity of human immortality has little or no religious value. We cannot love or live upon the knowledge of a mere necessity; love and life demand an immediate awareness, if not of the senses, at least of memory and mind. The thoughts of religion must also be feelings in that they must possess the force and liveliness which we connect with feeling, to strike the mind and compel, not merely acquiescence but action. Religions have replied to this demand in various ways; and no religion has left it entirely unanswered. Some have depended upon ritual to create this living contact between the believer and the believed, some upon the actual presence of that which is worshipped, some upon a visible representation of him. Idolatry is an expression of this need, a crude and primitive expression perhaps, but so far as we can see, a necessary stage in the development of this element of religion.

Religion More Purely Spiritual
One of the revolutions which Christianity proposed to the religious consciousness was that this actuality, given the necessary preparation of mind, could be more fully achieved on a higher plane; it proposed a religion more purely spiritual, yet one which should give an intensity of awareness of the object of belief so far denied to those who clung too closely to sensible actuality. Like other religions, it developed its rituals and its sacraments; but, unlike many others, by the emphasis it placed upon history, upon the

passings of the life, of its Founder, it removed from sense to memory and mind some at least of its power to give actuality to the thing believed. The historical element of Christianity took the place of cruder and more primitive methods of providing this necessary actuality. 'A Christianity without sacraments,' it has been said, 'could never have converted Europe,' and perhaps its greatest sacrament was what we call its historical element. 'When historical examples are pointed out to us, there is a kind of appeal, with which we are flattered, made to our senses, as well as to our understanding,' says Bolingbroke in his *Letters on History*, and how potent the historical is to satisfy this craving for immediate awareness, every generation of Christians testifies.

A More Permanent Need
What has the paraphernalia of historical evidences to do with spiritual need—not the temporary and immediate need which is satisfied only by immediate consolation and confidence, but the more permanent need of the religious consciousness of finding an intellectual world in which to be at home? To this question, then, our answer has been that in the crude and obvious sense history and the historical have little or no connection with spiritual need—are, indeed, something almost foreign to it—but in a more subtle sense the connection may be real enough. It has been argued that the demand of the religious consciousness for an individual and unique experience is itself a demand for a belief in the necessity of the *prima facie* historical, but it is, I think, a false argument. What religion demands is not a consciousness of the necessity and individuality of past events, but a consciousness of the individuality of present experience.

Principle of Uniqueness
What Rickert calls the 'principle of uniqueness' is something which is, indeed, to be found in history, but is to be found also, and found independently, in the determination of present practical life to face 'the irrepressible Now' and achieve some measure of freedom from the past. And because religion is nothing if not contemporary, the historical element of our religion must be interpreted so as to give it a permanent and not a merely temporary meaning. In place of the old interpretation of the historical element in Christianity, that it means simply and crudely a belief in the necessity of the *prima facie* historical and is merely a denial of the Christ-myth, I would put this other interpretation, that this element of our religion means that the necessary actuality of the object of religious belief must be sought continually on a higher plane than one of mere sense, and that when sought there it will be found more intensely than ever before. And the path which it points us to ends in the achievement of a sensibility for which such a belief in history also is an idolatry.

The Required Actuality
The conclusion, then, at which I arrive is that the historical element of our religion is not necessarily historical at all; that is, its essential characteristic lies not in a belief in the necessity of the *prima facie* historical, but in its provision of the required actuality for the object of religious belief. Ritual and sacrament minister to this same need, and in some respects labour under fewer and less serious theoretical deficiencies; and while this belief in history is justified by its fruits it is justified only so long as it bears those fruits. What I have tried to show is that the ability of the historical element of Christianity to achieve its end, that is, to give actuality to the believed, depends upon a certain mental outlook neither peculiarly Christian nor necessarily permanent. It is not to be doubted that we shall always possess a certain susceptibility to history and its power to give life to thought; what varies and what is by no means permanent is the degree of that susceptibility. The Jews possessed it in a very high degree, and the culture of nineteenth century Europe was vividly conscious of it, but our generation seems to share that sensibility less intensely, with the consequence, not that Christianity is dying, but that the presentation of it must in this respect change to changing needs, becoming and not for the first time, a religion in which no service archaeology inhibits vitality and imagination. On some of

ROUND THE CINEMAS

THRILLING EXPLOITS OF WOMEN

"BATTALION OF DEATH"

Among the thrilling exploits of the women during the great war, one of the most amazing is brought to light in the achievements of Vera Botcharova, who organized the first woman's regiment of Russia and which was later known as "The Battalion of Death."

Mme. Botcharova, the daughter of a Russian officer who was killed in the war with Turkey, and who lost her husband during the conflict of 1915, after two years' fighting, was first to realise the importance of organisation and when she was refused permission to join the colours and "pack a gun," sent out a call for volunteers to join her regiment.

Without official sanction of the Government and yet without hindrance from them, she called upon the students of the Petrograd Technical Institute and in a short time had more than two hundred "troops" from this college clamouring for a place in her regiment.

This word swept the city of Petrograd like wild fire and within two weeks she had a regiment of more than four hundred "troops."

Girls from the mills and factories rubbed shoulders with those of the nobility. Milliners and bakers, the high and the low, bobbed their hair and donned trousers.

Two weeks later found them in the front line trenches. They did men's work and were more feared by the enemy than the regiments composed of men.

Aside from their activity in the trenches, they acted as munition runners—constantly fire—bringing munitions for rifle and gun to the men or to those of their regiment.

In "She Goes to War," which production Henry King directed for Inspiration Pictures Inc., and is showing at the Queen's Theatre for the last time to-day, the exploits of the "Battalion of Death" will be paralleled to a certain extent.

Eleanor Boardman has the featured feminine role in "She Goes to War," which story Rupert Hughes wrote and which was adapted by Madam Fred de Gresac. Howard Estabrook made the adaptation.

"GIRLS GONE WILD" FILM

The pair of young screen players, the vivacious, piquant and charming Miss Carol and handsome, magnetic Nick Stuart, often featured individually, work together perfectly in "Girls Gone Wild," showing at the Star, to-day for the last time.

The story has to do with a gay, care-free young flapper, who thinks the world was invented just for her pleasure. She laughs at restraint of all kinds and flaunts the traffic laws until she bumps into a traffic "cop" who is unimpressed by her father's wealth and political power.

He invades an elaborate party at the girl's home and, in spite of threats and protests, drags her off to court. That he is the father of the girl's favourite boy friend, played by Nick Stuart, complicates matters considerably. The girl, Miss Carol, scrubs the boy and still in pursuit of thrills, goes off to a tough street dance given by her father's bootlegger.

The bootlegger, marked for removal from the mundane sphere because of threats against the flapper's father, revenges himself by seizing the girl and subjecting her to brutal treatment which comes as a considerable shock to one who has always been accustomed to having men fall at her feet in abject surrender.

Three gunmen "get" the bootlegger while he is dancing in close embrace with Sue, and Nick rushes in to save the sweetheart who had flouted him. As they are escaping in her car, the gunmen leap after them, kidnapping the boy and girl. The traffic cop, Nick's father, takes up the trail, but is waylaid and shot.

Nick is thrown from the speeding car, and, seizing his father's star and gun, continues the chase, finally finding Sue in the hands of the gunmen in their mountain retreat. They are "dancing her down," that is, the one who tires her out is to get her. She collapses at last, but the leader, who has lost, shoots the winner and takes Sue as his own.

Nick appears, and after a terrific fight, disposes of the gunmen and returns the girl to her parents, telling them they are responsible for his father being shot. He rushes off to his father's bedside in the hospital. Sue, at last realizing there are greater things in life than her pleasure, follows Nick and the current theories of the identity of Christianity, such a change would imply a destruction of our religion, but I have tried to show that it is these theories which are fallacious and not our religion which is moribund. What that change will amount to in detail I must be excused from predicting, but that we can change much without ceasing to be Christians is the view I have suggested, and for which I have endeavoured to find a logical apology.

gets his forgiveness at his father's bedside.

It is a fast-moving story, written especially for Miss Carol and Nick Stuart, by Bertram Milhauser, film and magazine writer. Lew. Seiler directed the picture. The photography by Arthur Edeson, adds greatly to the beauty of the picture.

THE "EMDEN"

Fair to both Germany and Britain, and produced with the full co-operation of the German Admiralty is the New Era production "The Emden," showing at the Majestic Theatre, Kowloon to-day at all four sessions.

Interest of the film lies in the fact that three of the original officers of the "Emden" took part in the re-acting of the incidents.

The "Emden," in command of Admiral Von Muller, began her destruction at Tsingtao, worked down the China coast, sinking British vessels the whole way, and entered the Indian Ocean, to bomb Madras. At Cocos Islands, the landing party of the "Emden" took over, but, seconds in time the British wireless operator sent the important message to H.M.A.S. "Sydney."

Full steam ahead, and the "Sydney" soon came to give the "Emden" a plucky fighter his share of bombardment. This scene was full of realism of the final battle, which ended the career of the destroyer of many a merchant ship.

TO-DAY'S RADIO

BROADCAST BY Z.B.W.

ON 350 METRES

The following programme will be broadcast to-day from the Government Broadcasting Station Z.B.W. on 350 metres:—

1.48 p.m.—Weather Report.
5.30—6.30 p.m.—Programme of Chinese Music (Columbia Records).

7.43 p.m.—Evening Weather Report.
8 p.m.—Evening Programme (Edison-Bell Records supplied through the courtesy of Messrs. Sincere Co., Ltd.).

"Poet and Peasant" (Suppe).
Overture...Royal Artillery Band.
Dance Music.

8.45 p.m.—
"A Moorish Suite"
"Sandy and Jack" (Sutton).
Cornet Duet...Black Dyke Mills Band.
Dance Music.

9.30 p.m.—
"Gondoliers" (Sullivan), Selection.
Royal Artillery Band.
Dance Music.

10.10 p.m.—
"Russian Lullaby" (Bartini), Waltz.
"The Whispering Pines of Nevada", Waltz...Riviera Club Dance Orchestra.

10.30 p.m.—Close Down.

RECENT CRITICISMS

We have received from the Publicity Sub-Committee of the Broadcasting Committee a letter relating to recent criticisms in the "China Mail." This we hope to deal with on Monday.

GREYHOUND COMPANY

It is notified in the Government "Gazette" that the name of the Greyhound Racing and Entertaining Company, Limited, has been struck off the Register of Companies.

CONSIGNEES' NOTICE

Consignees of cargo ex "a.s. Benroch" are reminded to take delivery of their goods which will be subject to rent after September 30.

The Nippon Yusen Kaisha is reported to have decided to improve the service to Europe by replacing three steamers by two 11,000-ton motorships. The three steamers will be put on the Australian run, replacing three others which will go on the coastal service, says a Nichi-Nichi message from Tokyo.

Mrs. Isaac (nee Miss K. M. Hyslop) until recently Lady Medical Officer, Kedah, has resigned from the Government Service. She was married some months ago.

Mr. A. W. Frisby, formerly of the Penang Free School, has gone to Kuala Lumpur as Headmaster of the Old Victoria Institution.

THE HON. MR. W. T. SOUTHOORN, C.M.G., has kindly consented to address a few words to listeners-in from the new Studio, Post Office Building. Detailed programme will be published later.

NOTICE.

BE it known to all parties concerned that THE TEXAS COMPANY, an American Corporation, manufacturing and dealing in the products of petroleum, with offices at Shanghai, Hong Kong, Keijo and elsewhere, has disposed of and given over to the TEXAS COMPANY (CHINA), LTD., all its assets and liabilities and property of whatsoever description located in China, and Provinces of Chosen and Taiwan (Japan), the Kwangtung Leased Territory, the Colonies of Macao, Kwongchow and the Crown Colony of Hong Kong.

Signed: THE TEXAS COMPANY.
By P. F. Le Fevre,
Attorney.
Hong Kong, Sept. 28, 1929.

NOTICE.

ALL PARTIES concerned are hereby notified that THE TEXAS COMPANY (CHINA), LTD., an American Corporation organised under the laws of the State of Delaware, U.S.A. has taken over the China business of The Texas Company, including all assets and liabilities of the latter Company in China, the provinces of Chosen and Taiwan (Japan), the Kwangtung Leased Territory, the Colonies of Macao, Kwongchow and the Crown Colony of Hong Kong.

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By P. F. Le Fevre,
Attorney.
Hong Kong, Sept. 28, 1929.

THE EAST ASIATIC CO. LTD., COPENHAGEN.

The Motor Vessel. "AFRIKA"

having arrived, Consignees of cargo are hereby informed that all goods are being landed and placed at their risk into the hazardous and/or extra-hazardous Godowns of The Hongkong & Kowloon Wharf & Godown Co., Ltd., where delivery can be obtained as soon as the goods are landed.

No claims will be admitted after the goods have left the Godowns, and all goods remaining undelivered after the 4th October, 1929, at 4 p.m., will be subject to rent.

All broken, chafed and damaged goods are to be left in the Godown, where they will be examined by Messrs. Anderson & Ash on the 2nd October, 1929, at 10 a.m. All claims against the vessel must be presented to the Underwriter before the 7th October, 1929, or they will not be recognised.

No Fire Insurance will be effected. Bills of Lading will be countersigned by JOHN MANNERS & CO., LTD., Agents.
Hong Kong, 27th Sept., 1929.

NOTICE TO CONSIGNEES.

"ELLERMAN" LINE.

From Dunkirk, Antwerp, Bremen, Hamburg, Rotterdam and Marseilles.

The Steamship, "CITY OF NEWCASTLE"

having arrived, Consignees of cargo by her are informed that all Goods are being landed at their risk into the hazardous and/or extra-hazardous Godowns of Horta Wharf, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after 3rd October, 1929, will be subject to rent.

All Claims against the Steamer must be presented to the Underwriter on or before 10th October, 1929, or they will not be recognised.

All broken, chafed and damaged Goods are to be left in the Godowns where they will be examined on any Tuesdays or Fridays, between the hours of 10.45 a.m. and noon, within the Free Storage period of One Week.

No Fire Insurance has been effected. Bills of Lading will be countersigned by THE BANK LINE LTD., Agents.
Hong Kong, 27th September, 1929.

NEW ADVERTISEMENTS.

RADIO BROADCAST.

OFFICIAL OPENING CONCERT.

Tuesday, 8th October, 1929, at 9 p.m.

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No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after 3rd October, 1929, will be subject to rent.

All Claims against the Steamer must be presented to the Underwriter on or before 10th October, 1929, or they will not be recognised.

All broken, chafed and damaged Goods are to be left in the Godowns where they will be examined on any Tuesdays or Fridays, between the hours of 10.45 a.m. and noon, within the Free Storage period of One Week.

No Fire Insurance has been effected. Bills of Lading will be countersigned by THE BANK LINE LTD., Agents.
Hong Kong, 27th September, 1929.

THE HON. MR. W. T. SOUTHOORN, C.M.G., has kindly consented to address a few words to listeners-in from the new Studio, Post Office Building. Detailed programme will be published later.

NOTICE.

BE it known to all parties concerned that THE TEXAS COMPANY, an American Corporation, manufacturing and dealing in the products of petroleum, with offices at Shanghai, Hong Kong, Keijo and elsewhere, has disposed of and given over to the TEXAS COMPANY (CHINA), LTD., all its assets and liabilities and property of whatsoever description located in China, and Provinces of Chosen and Taiwan (Japan), the Kwangtung Leased Territory, the Colonies of Macao, Kwongchow and the Crown Colony of Hong Kong.

Signed: THE TEXAS COMPANY.
By P. F. Le Fevre,
Attorney.
Hong Kong, Sept. 28, 1929.

NOTICE.

ALL PARTIES concerned are hereby notified that THE TEXAS COMPANY (CHINA), LTD., an American Corporation organised under the laws of the State of Delaware, U.S.A. has taken over the China business of The Texas Company, including all assets and liabilities of the latter Company in China, the provinces of Chosen and Taiwan (Japan), the Kwangtung Leased Territory, the Colonies of Macao, Kwongchow and the Crown Colony of Hong Kong.

Signed: THE TEXAS COMPANY.
By P. F. Le Fevre,
Attorney.
Hong Kong, Sept. 28, 1929.

THE EAST ASIATIC CO. LTD., COPENHAGEN.

The Motor Vessel. "AFRIKA"

having arrived, Consignees of cargo are hereby informed that all goods are being landed and placed at their risk into the hazardous and/or extra-hazardous Godowns of The Hongkong & Kowloon Wharf & Godown Co., Ltd., where delivery can be obtained as soon as the goods are landed.

No claims will be admitted after the goods have left the Godowns, and all goods remaining undelivered after the 4th October, 1929, at 4 p.m., will be subject to rent.

All broken, chafed and damaged goods are to be left in the Godown, where they will be examined by Messrs. Anderson & Ash on the 2nd October, 1929, at 10 a.m. All claims against the vessel must be presented to the Underwriter before the 7th October, 1929, or they will not be recognised.

No Fire Insurance will be effected. Bills of Lading will be countersigned by JOHN MANNERS & CO., LTD., Agents.
Hong Kong, 27th Sept., 1929.

NOTICE TO CONSIGNEES.

"ELLERMAN" LINE.

From Dunkirk, Antwerp, Bremen, Hamburg, Rotterdam and Marseilles.

The Steamship, "CITY OF NEWCASTLE"

having arrived, Consignees of cargo by her are informed that all Goods are being landed at their risk into the hazardous and/or extra-hazardous Godowns of Horta Wharf, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after 3rd October, 1929, will be subject to rent.

All Claims against the Steamer must be presented to the Underwriter on or before 10th October, 1929, or they will not be recognised.

All broken, chafed and damaged Goods are to be left in the Godowns where they will be examined on any Tuesdays or Fridays, between the hours of 10.45 a.m. and noon, within the Free Storage period of One Week.

No Fire Insurance has been effected. Bills of Lading will be countersigned by THE BANK LINE LTD., Agents.
Hong Kong, 27th September, 1929.

THE NEW COLUMBIA PORTABLE



HEAR IT AT

Anderson Music Co., Ltd.

NEWLY ARRIVED

REAL HABANA CIGARS.

HENRY CLAY:

Panetelas 25's \$9.50 per box
Jockey Club 25's 9.50 " "
Londres Finos 25's 7.75 " "
Bouquet de Salon .. 25's 6.25 " "

LA CORONA:

Coronas 25's \$21.50 per box
Half-a-Corona 25's 11.25 " "
Celestiales Chicos .. 25's 10.75 " "

EL AGUILLA DE ORO "BOCK Y CA":

Excelentes 25's \$8.25 per box
Portenas Finas 25's 7.00 " "

TABAQUERIA FILIPINA

Asiatic Building, Queen's Road C.

CHY LOONG.

NEW SEASON PRESERVED GINGER.

Best quality—Prompt attention to Exporters.

Office:—231, Queen's Road Central, 2nd floor. Tel. Central 2550.

Factory:—500-504, Canton Road, Yau-mat. Tel. K. 869.

The Whisky of Quality from the oldest distillers in the world

Haig

THE FATHER OF ALL SCOTCH WHISKIES



Consumers are requested to see that every bottle of John Haig Gold Label Whisky is supplied by us bears the foot label thus: "Gande, Price & Co., Ltd. Sole Agents for Hong Kong."

SOLE AGENTS:

GANDE, PRICE & CO., LTD.

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EXSHAW

No. 1 BRANDY

Is the best—recommended by everyone.

CALBECK, MACGREGOR & CO., LTD.



BY THE WAY!

When Daedalus escaped from the Labyrinth, he flew to safety by means of artificial wings. And as if by wings, too, a Summer thirst is quickly satisfied with a bottle of refreshing

ST. LAMOI

THE POPULAR PILSENER BEER!

OBTAINABLE EVERYWHERE.

Local Distributors:—

H. RUTTONJEE & SON, 15, QUEEN'S RD., C.

G. FALCONER & CO., (HONG KONG) LTD

WATCHMAKERS & JEWELLERS

DIAMOND MERCHANTS.

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Agents for:— ADMIRALTY CHARTS,
ROSS'S BINOCULARS and TELESCOPES,
KELVIN'S NAUTICAL INSTRUMENTS,
ENGLISH SILVERWARE, direct from Manufacturers.
High Class English Jewellery.

RADIO SUPPLIES.

Electric Gramophones
& Motors

Tone Arms and Sound Boxes.
Super Elto Outboard Motors.

RUDOLF WOLFF & KEW, LIMITED,

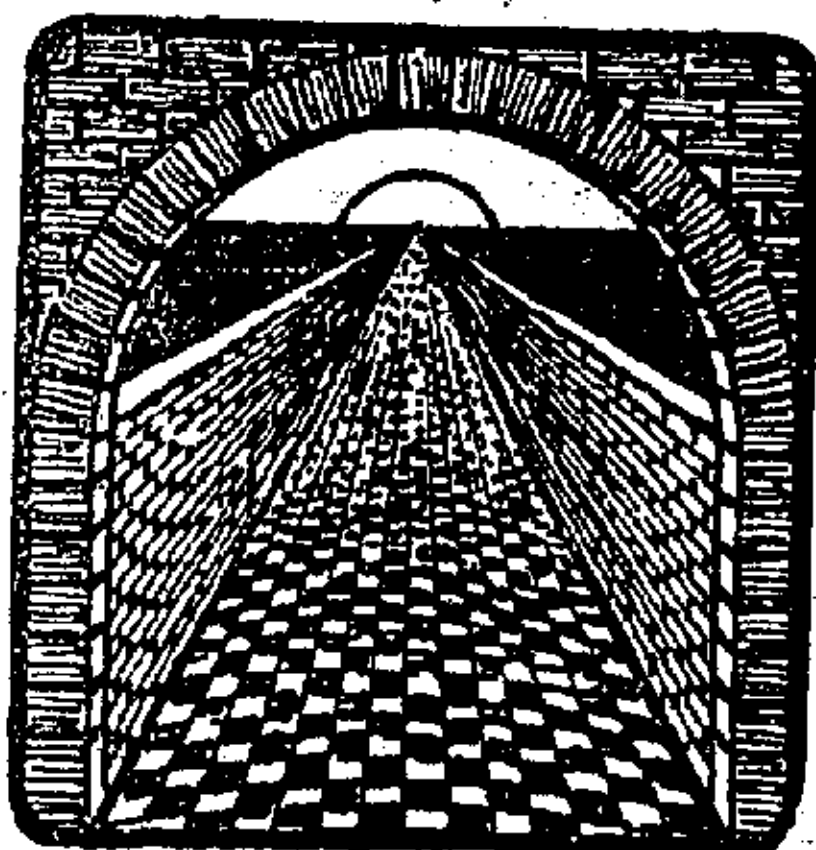
1st floor.

54, Queen's Road Central.

Tel. C. 2173.

KAIPING HOUSEHOLD COAL

In Lots of not less than 1/2-ton—
Delivered to Peak District (above Bowen Road), \$23.00 per ton.
Delivered to Bowen Road and Lower Levels, \$21.00 per ton.
Delivered to Pokfulam Road, \$23.00 per ton.
Delivered to Kowloon, \$19.00 per ton.



Orders should be sent in writing at least 24 hours before the Coal is required.
All orders must be accompanied by Cash, Cheque, or Compro Order payable to "The Kailan Mining Administration."

THE KAILAN MINING ADMINISTRATION.

Head Office:—TIENTSIN.

DODWELL & CO., LTD., Agents, Hong Kong.

TYPHOON MAP OF THE CHINA SEA



The Landsman's Handy Guide to Locating the Centre of a TYPHOON

Price 40 Cents.

NOW ON SALE AT THE PUBLISHERS
THE NEWSPAPER ENTERPRISE LTD
China Mail Office, 3A, Wyndham Street.

DEVELOPMENT OF AVIATION

(Continued from Page 5.)

ploys an Aviation Mission and, that Mission works for two years, what would be the result. At the end of that time, the Central Aviation Department would have its various branches organised; this organisation would have been carried out with the assistance of foreigners who have had a vast experience in their particular jobs, and they would have trained the Chinese in charge of those branches. Therefore Chinese Aviation would have had the advantage of having been able to avoid the 'snags' that have had to be overcome in other countries, without actually having met those 'snags'.

Saving of Money

This would save an enormous amount of money, as instead of money being expended on work that was going to lead nowhere, and which would eventually be found to be unnecessary, and so have to be done away with, it could be spent on schemes which are known to be sound and which can be proved to be the best, from statistics and experience obtained from the country from which the Mission comes.

Now at the end of the two years Training Period, Squadrons can be ready to proceed to their Bases with new machines and, with fully qualified staffs to operate them. This will mean that the centralisation of the Chinese Air Service has been successfully carried out, because each Base or aerodrome will have pilots and engineers with the same experience, and they will follow the Central Government policy without difficulty, having gained the necessary experience. In turn this will lead to economy.

The Training Schools can still continue, but they will be in such an advanced stage, and their Chinese staffs will have gained so much experience that they will no longer require the assistance of the Mission, which, if it is then thought necessary, can be retained for a year or even two, to further develop the actual fighting squadrons at their aerodromes throughout China.

In other words, by the beginning of 1932, China could have an efficient Aerial Fighting Service, the size of it depending on the amount of money available during the Training Period.

Machines Required

I now come to the machines required. At the present time there is unfortunately a view, held not only in China, but in other countries, that aeroplanes are all alike. A civil machine can be used for fighting and a military machine can be used for civil flying. Although this is true, if put into practice it is liable to lead to disaster. Commercial aircraft are designed to carry passengers, mails and freight, they are not designed for aerial fighting, during which machines are subjected to very considerable strains. It therefore follows that fighting aircraft are constructed along lines which entail the use of heavier material, or more material, to obtain the necessary strength.

From this you will see immediately that a fighting machine cannot be designed with spacious cabins such as are required in civilian machines; they can therefore, not carry the passengers and mails that are necessary to make an air line a paying proposition.

Type of Machines

What type of machines are required for an aerial fighting service in China? Firstly China is a country of great distances, therefore any military machines purchased by her must have good duration to enable them to journey from one place to another without coming down en route for petrol and oil. Secondly, there are times of the year when strong winds blow from the North for weeks at a time; the machines must have a high speed to combat this. I suggest a speed somewhere around 130 to 140 miles per hour. Thirdly, it is unreasonable to suppose that China wants to expend large sums of money on numerous types of machines; this is uneconomical unless the amount of any one particular kind of work to be done justifies it. It follows that the machines must be cable of aerial fighting with

front and back guns, bombing, and when I say bombing I mean with various weight ranges of bombs, reconnaissance work, army co-operation work, wireless work and photographic survey. In other words, the machine that will give the best results in China is of the type that is known as the General Purpose Machine.

To sum up the Military side, China requires.

I. A wide spread Ground Organisation to accommodate an Aerial Fighting Service.

II. Training must take place first.

III. The Chinese Air Squadrons should be standardised throughout, if possible on one type of machine that can do all the work required, at any rate during the first few years.

To advance beyond this stage will not be a difficult matter, but it is too far ahead to require attention, this evening.

Commercial Side

I now come to the last section which deals with the development of Commercial Aviation in China.

First of all let us consider what advantages Commercial Aviation has to offer as compared to other means of transport. Firstly, and certainly most important are the speeded up mail services. Secondly, a fast means of travel for the business man. Thirdly, quick transport for light or perishable goods. Each of these three are going to assist commerce, increase business and, actually save commercial houses overhead expenditure. There must be many business houses in different parts of China who frequently have to use telegrams owing to slowness of mails; now, if they knew that a letter would be delivered in Shanghai 24 hours after posting in Hong Kong, they would save the cost of that telegram.

It is therefore reasonable to assume that China needs commercial air lines. Is this need increased owing to any conditions peculiar to China? I contend that it is, owing to the lack of surface transport. Hong Kong is fortunate in being on the coast, and having a reasonably frequent boat service to the North and South; but even Hong Kong is six days from Hankow, which is only 600 miles away as the crow flies. Surely a transport service that can only offer 100 miles per day to either mails or passengers should be superseded by some method more modern. Think of it, 100 miles a day and the modern air liner offers us 100 miles an hour.

Hankow is within a very comfortable day's aerial travel. Time does not permit me to give you more examples; they would not serve any useful purpose, as I am sure you will see that what applies to one route, applies to almost any other you care to examine.

Necessary to Progress

We must therefore come to the conclusion that Commercial Air services are necessary to the progress of China; let us try to investigate how they can best be started.

First of all we must get it out of our heads that all that is necessary to establish sound air lines, is to purchase a few aeroplanes. The aeroplane purchasing part comes last. We might find it necessary to have one or two small machines for surveying the possible routes, but that is all.

To begin with, we must investigate present methods of transportation and centres of business. For this work it is necessary for the air line promoters to co-operate with the existing transportation companies and the Chambers of Commerce in different parts of China. When this has been done we shall have something to guide us in drawing up the routes; as we shall know more or less, what the business and travelling requirements are in each district.

Having got all our information together we take a map, and plot the proposed air lines. It is then necessary to send experts over these routes by whatever means of surface transport is available. They will eventually return and make their report, which will consist of the general conditions and type of country over which the machines will have to fly, what landing facilities are available, and any

other general information that they may be able to collect from towns on the way.

Surveys Necessary

From their report we can more or less decide what type of aircraft would be most suitable for operation over our imaginary line, but before we definitely decide we ought to send one of our survey machines to fly over the line in both directions.

So as not to waste time while these investigations are proceeding, the organising manager, or who ever may be in charge of developing the scheme, is negotiating with weather experts and wireless services, as these are most essential parts of a reliable and safe aerial service.

When all this has been done, the organisers are in a position to place before the Government proposals which will cover a detailed schedule of services, information as to what assistance will be required from wireless and meteorological services, and plans for establishing aerodromes at the most important places along the route with emergency landing grounds in-between. It may be found that the route can best be planned to follow a river or chain of waterways and lakes; in this case the scheme becomes more simple as aerodromes and emergency landing grounds can be dispensed with and the river used as a landing and taking off place for seaplanes or flying boats.

In these proposals will also be included details of the best types of machines to be used, with a clear explanation of why this particular type is the best. Details of staff will also be outlined, and last but not least, will come the estimated capital required and yearly operational costs for the proposed services. Against this will be set off the estimated yearly income.

Now if the investigations have been carried out in an efficient manner, and the capital is available, there is no reason why the aerial services should not be put into operation.

You will see from the foregoing remarks that the establishment of an aerial mail, passenger, and freight service calls for considerable preliminary work.

The Aerodromes

I have just said that the services can now be started; this is not strictly true because it will be necessary to prepare the aerodromes first, and not until these are ready must the services begin.

So far I have only dealt with the operating company's part in the establishment of aerial services. The Government has a part to play, and a very important part too. They have got to lay down the Air Navigation Laws for the country. At the present time there are practically no Air Navigation Laws in China, at least I have been unable to discover any. Why should there be any laws? I refer to laws concerning aviation, not dance halls. The reason is this. If there are no laws and rules laid down, all sorts of undesirable organisations will spring up to operate air lines and carry on aviation business. Many of these will have as their main object the making of large profits. This is going to lead to cheap aircraft being used, no proper engineers to keep them in order, and the employment of poorly paid inexperienced pilots, all of which will lead to 'aerial disasters' as the Press is so pleased to call an accident that may happen to an aircraft. From this it will be seen that the Government must lay down a standard of strength for the aircraft to be used, instructions concerning the daily inspections that must be carried out, and a period of flying hours between workshop overhauls. At the same time regulations must insist that pilots flying commercial aircraft, in which the public travel, are fully qualified; not only must the pilots be qualified, so must the engineers; it is no good insisting on overhauls to the engine if you are going to allow them to be carried out by unskilled labour.

If all these things are done and the Government and local provincial organisations give reasonable support to the air line proposals, safe and fast aerial services can be established throughout China during the next two or three years.

Question of Capital

All this costs money, but then China is a very large country with ample resources waiting to be developed, so there is no reason why the necessary capital should not be forthcoming. I think to start with, a company with 20,000,000 dollars capital would work wonders if properly administered. That is a large sum, but if my calculations are correct it is only five cents per head of the population. Also, it is certainly a far smaller sum than would be required to establish a net work of railways.

We have now arrived at a point where the development of air lines throughout China would appear to be not too far distant. Success is not yet assured. It is no good having the most wonderful air lines if nobody is going to use them. It is the Government's responsibility to make the Chinese people air-

MONEY AND SHARES

TO-DAY'S QUOTATIONS

On London—	
Bank, wire	1/10 3/4
Bank, 30 days' sight	1/10 15/16
Bank, 4 months' sight	1/11
Credits, 4 months' sight	1/11 1/2
Documentary 4 months' sight	1/11 1/2
On Paris—	
On demand	125 1/2
Credits, 4 months' sight	125 1/2
On Berlin—	
On demand	—
On New York—	
On demand	46 1/2
Credits, 60 days' sight	47 3/4
On Bombay—	
Wire	127 1/4
On demand	127 1/4
On Calcutta—	
Wire	127 1/4
On demand	127 1/4
On Singapore—	
On demand	81 1/4
On Manila—	
On demand	92 1/4
On Shanghai—	
On demand	84 1/2
30 day's sight (private paper)	—
On Yokohama—	
On demand	95 3/4
Gold Leaf, 100 fine	—
(per tael)	—
Sovereigns (Bank's buying rate)	10.15
Silver (per oz.)	23 5/16
Bar Silver in Hong Kong	
Copper Cash	3% dis.
Copper Cents	5% prem.
Rate of Native Interest	
Chinese Sub. Coin	7% p.a.
Hong Kong Sub. Coin Par.	26% dis.

T.T. on London 1/10 3/4

T.T. on Shanghai 85 1/2

Banks

H.K. Bank	\$125 1/2 b
H.K. London Reg.	\$130 a
Chartered Bank	\$19 1/2 b
Mercantile A. & B.	\$23 n
Mercantile C.	\$15 1/2 n
P. & O. Bank	—
Bank of East Asia	\$90 1/2 n

Insurance

Cantor Insurance	\$550 b
Union Insurance	\$356 b
North China Insurance	\$160 b
Yangtze Insurance	\$M50 n
China Underwriters	\$2 n
China Fire Insurance	\$310 b
H.K. Fire Insurance	\$780 b

Shipping

Douglases	\$27 1/2 n
H.K. Steamboats	\$25 1/2 n
H.K. Tugs & Lighters	—
Indo-China (Pref.)	\$46 s
Indo-China (Def.)	\$70 s
Shell Transports (old)	\$8/- n
Shell Transports (new)	—
Union Waterboats	\$22 s

Mining

Behuets	\$3 1/2 b
Kailan Mining Ad.	60/- n
Langkats (comb.)	\$16 3/4 b
Langkats (single)	\$10 b
Shanghai Explorations	\$13 1/4 b
Shanghai Loans	\$15 b
Raub	\$9 1/2 n
Tromch Mines	\$21/- b
Docks, Wharves, Godowns, &c.	—
H.K. Wharves	\$140 1/2 b
H.K. W. Docks	\$32 3/4 n
China Providents	\$4.70 b 4.80 s
Hongkew	\$190 n
New Engineerings	\$T8 1/2 b
Shanghai Docks	\$146 b

Cotton Mills

Ewo Cottons	\$21 b 21* s
Shanghai Cottons (old)	\$T01 n
Shanghai Cottons (new)	\$T76 n
Zhong Sings	\$T12 1/2 n

Land, Hotels & Buildings

H.K. & S. Hotels	\$9.65 b 9.70 sa
H.K. Lands	\$62 1/2 b
Shanghai Lands	\$T160 n
Humphreys' Estates	\$14 1/4 b
H.K. Realities	\$8 b
Chinese Estates	\$98 s
H.K. Territorials	—
Prince's Buildings	—

Public Utilities

H.K. Tramways	\$18.35 b
Peak Trams (old)	\$11.80 n
Peak Trams (new)	\$6.05 n
Star Ferries	\$99 1/4 b & sa
China Lights (comb.)	—
China Lights (old)	\$12.70 b
China Lights (new)	\$12.80/35 sa
China Lights 1928 issue	—
H.K. Electrics (old)	\$63 1/2 b
H.K. Electrics (new)	\$64/64 sa

Macao Electrics	\$7.35 b
H.K. Telephones	\$7.35 b

China Buses	\$7.35/75 sa
Singapore Traction	\$11/- s
Singapore Pref.	\$20/- b
Sandakan Ls.	\$27 1/2 sa

Industrials

China Sugars	95 cts. s
Malabar Sugars	\$27 n
Caldbeck Macgregor: Ord.	\$111 b
Caldbeck Macgregor: Pref.	\$110 b
Canton Ices	\$2 1/2 n
Cements (comb.)	\$9.75 b 9.90 s
Cements (old)	\$9.80/85 sa
Cements (new)	\$11 1/2 b
H.K. Ropes (old)	\$7 1/2 b 7.60 s & sa
H.K. Ropes (new)	—
United Asbestos	\$5 b

Stores, &c.

Dairy Farms	\$20 b 20 1/4 sa
Watsons	\$11.90 n
Der A. Wings	\$30 cts. n
Lane Crawfords	\$13 1/4 n
MacKintoshes	\$18 b
Sinceres	\$12 n
Wm. Powells	\$24 s

H.K. Amusements	\$25 1/2 s
H.K. Constructions	\$1.40 s
B. Ind. G. Bonds	\$64 1/2 n
H.K. Govt. Loan	6% p rem.

*Sales to Shanghai:	—
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China Lights 1928 issue	—
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H.K. Govt. Loan	6% p rem.
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*Sales to Shanghai:	—
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H.K. Govt. Loan	6% p rem.
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*Sales to Shanghai:	—
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H.K. Govt. Loan	6% p rem.
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H.K. Govt. Loan	6% p rem.
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*Sales to Shanghai:	—
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Sport Columns

HOME FOOTBALL

LIST OF LEAGUE FIXTURES TODAY

ENGLISH AND SCOTTISH

The following matches are down on to-day's programme at Home.

ENGLISH LEAGUE

First Division	
Arsenal	v. Bolton W.
Aston Villa	v. Sunderland
Blackburn R.	v. Birmingham
Leeds United	v. Burnley
Liverpool	v. Grimsby Town
Manchester City	v. Derby C.
Middlesbrough	v. Leicester C.
Newcastle U.	v. Huddersfield T.
Portsmouth	v. Everton
Sheffield U.	v. Shalgfield W.
West Ham U.	v. Manchester U.

Second Division

Barnsley	v. Swansea Town
Blackpool	v. Bradford
Bradford City	v. Cardiff City
Bury	v. West Brom' A.
Charlton Ath.	v. Reading
Chelsea	v. Tottenham H.
Hull City	v. Notts County
Nottingham F.	v. Sharnpton
Oldham Ath.	v. Millwall
Stoke City	v. Bristol City
W. Hampton W.	v. Preston N.E.

Third Division (South)

Brentford	v. Newport C.
Brighton & H.A.	v. Merthyr T.
Bristol R.	v. Torquay United
Clapton Orient	v. Watford
Coventry	v. B'mouth & B.A.
Exeter City	v. Fulham
Gillingham	v. Crystal Palace
Luton Town	v. Walsall
Northampton T.	v. Norwich C.
Southend U.	v. Queen's P.R.
Swindon T.	v. Plymouth A.

Third Division (North)

Carlisle U.	v. Port Vale
Cheshfield	v. Doncaster R.
Crawley	v. York City
Hullfax T.	v. Accrington S.
Lincoln C.	v. Hartlepool U.
Nelson	v. New Brighton
Rotherham U.	v. S. Shields
Southport	v. Stockport C.
Tranmere R.	v. Darlington
Wigan Boro'	v. Barrow
Wrexham	v. Rochdale

Scottish League

Aberdeen	v. Partick Thistle
Ayr United	v. Celtic
Clyde	v. Falkirk
Cowdenbeath	v. Airdrieon's
Dundee	v. Kilmarnock
Hamilton A.	v. St. Mirren
Hearts	v. St. Johnstone
Morton	v. Hibernians
Queen's Park	v. Motherwell
Rangers	v. Dundee United

SOMERSET v. RECREIO

Soldiers Win by Four Goals

Preliminary to their First League game this season against the K.O.S.E. on October 6, the 1st XI. of the Somerset Light Infantry arranged a series of trial games with other Clubs.

At King's Park yesterday evening, on the Recreio ground, they met and defeated by four goals to nil, the League team of the Club de Recreio, in a very sporting game indeed. Two goals were scored in each half.

The exchanges were good. The Somerset had a new right back playing for them. Though he is from their 2nd XI, he played a ripping defence.

A large crowd, mainly Chinese, watched the fast game with interest throughout.

CHARITY FOOTBALL

\$3,892 FOR THE TUNG WAH HOSPITAL

The Hon. General Secretary of the South China Athletic Association sends us the following statement regarding the Charity Match played on Saturday, September 14—

By receipts \$4,163.30
To expenses 270.71

Balance \$3,892.59

A cheque for \$3,892.59 has been sent to the Tung Wah Hospital. The South China Athletic Association, on behalf of the Tung Wah

QUEEN'S COLLEGE

AQUATIC SPORTS AT S.C.A.A. POOL

A GALA DAY

Yesterday was a gala day for the students of Queen's College when the annual swimming sports of the school were held in the South China Athletic Association's bathing beach at North Point, in the presence of a large gathering, who spent a very enjoyable afternoon.

There were 15 items on the programme, but two were cancelled. These were the long plunge, which was struck out because of a strong current, and the Old Boys' Race, for which there was only one entry.

The prizes were distributed by Mrs. A. R. Sutherland. In a speech before the distribution of prizes, Mr. A. H. Crook, head master of the College, welcomed Mr. and Mrs. Sutherland, and expressed the thanks of the College to the President and Committee of the S.C.A.A. for the loan of their pool at a time when there were many who wanted to use it. (Applause.)

Mr. Crook also remarked on the difference in the last number of years in the number taking part in swimming events. He said that no sport had made such headway amongst the Chinese in such short a time as swimming; and since they had gone in for it their physique had greatly improved. (Applause.)

In conclusion, Mr. Crook thanked the Hon. Secretary, Mr. J. C. Fletcher, and others like Mr. Richards, who had given up much of their time in the arranging of the meeting, which was successfully held that afternoon. (Applause.)

After the distribution of prizes, Mrs. Sutherland was presented with a beautiful bouquet of flowers in a silver holder, and accorded three hearty cheers and a "tiger" by the students.

Results

The results were as follows:—
25 yards Small Boys' Race (Classes 7 and 8).—1, Lai Pun-sin; 2, Yung Fook-pui.

Two lengths Free Style (Junior).—1, Ip Chi-chiu; 2, Lai Lok-sin; 3, Yung Yuk-wa.

Two lengths Free Style (Senior).—1, Wong Wing-nit; 2, So Yan-kit; 3, Wong Kam-to.

100 metres Free Style (Junior).—1, Ip Chi-chiu; 2, Yung Yuk-wa; 3, Wong Shiu-hung.

100 metres Free Style (Senior).—1, Wong Shiu-chi; 2, So Yan-kit; 3, Yung Wa-fai.

Two lengths Breast Stroke (Junior).—1, Yung Yuk-wa; 2, Lai Shiu-man; 3, Kwok Fai-yu.

Two lengths Breast Stroke (Senior).—1, Wong Shiu-chi; 2, Wong Kam-to; 3, Ko Tai-sin.

Two lengths Back Stroke (Junior).—1, Ip Chi-chiu; 2, Yung Yuk-wa; 3, Ip Hon-sun.

Two lengths Back Stroke (Senior).—1, Yung Wa-fai; 2, Wong Shiu-chi; 3, Wong Kam-to.

Diving.—1, Chiu Siu-fook; 2, Wong Wing-nit; 3, Chu Yuen-chi.

Small Boys' Team Race.—Won by Class 7A.

Masters' Race.—1, Mr. J. C. Fletcher; 2, Mr. Chan Cheuk-wa.

Class Team Race (Junior).—Won by Class 4A.

Class Team Race (Senior).—Won by Full 8C.

Officials

The following were the officials:—

President.—Mr. A. H. Crook.

Starters.—Messrs. H. G. Wallington, L. G. Morgan and Leung Ping-hing.

Judges.—Messrs. W. Kay, W. L. Handyside, T. Tsing-fong, and Cheung Wai-fung.

Time-keepers.—Messrs. D. M. Richards, G. W. Reeve, and Sgt. Marriot.

Recorders.—Mr. Leung Tak-wah, the Prefects.

Secretary.—Mr. J. C. Fletcher.

JACK SHARKEY

CHALLENGED FOR WORLD TITLE BY PHIL SCOTT

DEFEAT OF LOUGHNAN

New York, Yesterday.

The fight between Sharkey and Loughnan on Thursday provided an amazing finish. After an uneventful two-rounds, Sharkey, ripping into his opponent's left ribs, followed up with a full right to the point, which sent Loughnan tottering over like a ninepin. He crumpled up with his head hanging over the lowermost rope, to all appearances out, but he rose on the count of five and walked from his own to a neutral corner, turned his back on his foe and gazed serenely over the audience. The referee was meanwhile holding off Sharkey.

Realising that Loughnan was out, though on his feet, the referee awarded Sharkey the fight. Loughnan did not come to for some minutes afterwards.

Phil Scott challenged the winner for the world title and was joyously received when he was introduced from the ring—Reverend's American Service.

[At the Yankee Stadium before a crowd of forty thousand, Jack Sharkey knocked out Tommy Loughnan, in the third round of a ten rounds contest, which was regarded as the semi-final of the competition for the heavyweight championship of the world.

It is most probable that Sharkey will now be matched with Phil Scott, the British heavyweight champion, and conqueror of Victorio Campolo, for the title surrendered by Gene Tunney.

Tommy Loughnan is the light-heavyweight champion of the world, though he is getting too heavy for the cruiser.

FRENCH GOLF

BRILLIANT PLAY BY BOOMER AND COMPTON

DETAILS OF GAME

Paris, Yesterday.

Aubrey Boomer defeated Archie Compton by one stroke in the play-off for the French Open Golf Championship at St. Cloud to-day, returning a card of 141 as against Compton's 142.

Brilliant play was exhibited by both players. At the end of the morning round, they were level, both going round in 71.

In the afternoon, play fluctuated very little. Boomer did 70, and Compton took one stroke more.—Reuter.

HOCKEY

PRACTICE GAME AT KING'S PARK ON MONDAY

THE FIRST MATCH

The Hong Kong Hockey Club's final practice match will be played on the Club Ground, King's Park, at 5.30 on Monday when the teams will be:

Whites.—C. L. Gregory, G. Rankin, L. F. Nicholson, O. Butler, L. A. R. Duncan, R. R. Todd, D. M. McDougal, R. K. Valentine, M. G. Marriott, E. D. Lawrence and T. J. Price.

Colours.—W. Borrowman, W. Woodward, J. Rodger, A. B. Botelho, R. M. Wood, J. E. Noronha, H. O. Davis, G. E. R. Divett, R. W. Skipp, E. C. Fincher and C. C. Francis.

The First Match

The first match will be played against the King's Own Scottish Borderers on the U.S.R.C. ground at 6.15 on Wednesday when the Club's first team will be—C. L. Gregory, W. Woodward, J. Rodger, R. M. Wood, A. A. Dand (Captain), J. E. Noronha, A. N. Other, G. E. R. Divett, R. W. Skipp, E. C. Fincher and C. C. Francis.

POLO MATCH

FINAL FOR LADY STUBBS' CUP

POSTPONED A WEEK

The final match in the polo competition for the Lady Stubbs' Cup which had been fixed for yesterday was postponed until next Wednesday when the Somerset and the Typhoons will meet. Both have played five matches, winning four and drawing one. Yesterday there

KOWLOON C.C.

GOOD YEAR REPORTED AT ANNUAL MEETING

URGENT GROUND QUESTION

Mr. E. Abraham, Vice-President, was in the chair when the Kowloon Cricket Club held its annual general meeting yesterday afternoon.

Addressing the large gathering of members, he said:—Your Committee record with deep regret the deaths since the last general meeting of the following well-known members:—E. W. White, R. C. Wicheil, W. J. L. Ford, D. Harvey, W. Keegan, P. A. Lanigan, R. S. Vergette, and L. M. Whyte.

Our late friend, Mr. Dave Harvey, was one of the original members and took a keen personal interest in the welfare of the Club. For a number of years he had served on the General Committee and was Vice-President in the year 1909. His genial personality is greatly missed by us all.

The Club Ground
It is not necessary for me to dilate on the various sporting activities of the Club as they are fully set out in the report, but there is one little point I would like to touch upon and that is the Committee would welcome a greater support from members. By that we mean seeing them more often in the Club house.

With regard to our ground, we approached the Hong Kong Government in May last asking whether a guarantee could be given that we would not be disturbed for a number of years as we have in view of the building of a more modern and comfortable club house, but so far no reply has been received.

No Alternative
At the beginning of August, I interviewed the Colonial Secretary in this connection but was informed that no alteration in our present position could be definitely guaranteed. Therefore, it seems that we shall have no alternative but to exercise our option in taking over plots E1, E2 and E3 in King's Park in September, 1931, and vacating our present ground.

Early next year it will be imperative for this matter to be thoroughly investigated.
Finance
Dealing with the financial affairs of the Club the reduction of some \$700 in the cost of gear was through less new cricket gear being taken out of stock for use. The previous season's gear was in good enough condition for both practice and match games this year.

Coming to the income side of the accounts you will find that although the turnover \$19,633.30 is \$4,747 less than that of 12 months ago, viz., \$24,380, the bar profit is practically the same as last year. This is due to excellent supervision by the Bar Convener and his sub-committee, and they are to be congratulated on giving such a splendid return, and one that is only obtained by a great deal of hard and continuous labour on their part. (Applause.)

Our Club position is practically the same as last year. We hold \$5,000 P.W.D. loan and have on fixed deposit \$12,000 against last year's bank overdraft of \$3,476 and fixed deposits amounting to \$20,000.

With these few remarks, Gentlemen, I beg to propose that the report and subject of accounts as presented subject to alterations in the working account which I have previously mentioned, be accepted.

Election of Officers

The following officers were elected for the ensuing year:—

President: Mr. R. E. Lindsell.
Vice-President: Mr. Abraham.
Other officials: Mr. W. Brace, as Captain, Mr. J. P. Robinson Hon. Secretary, and Mr. W. H. Alexander Hon. Treasurer. Mr. F. C. Fincher was elected Vice-Captain of the Club.

General Committee

Mr. A. E. Silstone was elected to serve on the General Committee as Bowls representative, other representatives for the Committee being Messrs. B. Petheram, A. Hyde Lay, C. J. Roe, H. Overy, E. R. Price, E. C. Fincher and E. Hampton.

Balloting Committee

Those elected to serve on the Balloting Committee were Messrs. J. Smith, S. E. Green, N. H. Ross, J. Fraser, A. W. Brown, J. Howe, J. S. Smith, S. Jex, A. A. Dand, and A. Chapman.

A Life Member

By unanimous vote, Captain Pennyfather was elected a life member of the Club.

Mr. Silstone then urged that the Club's reports should include the Tennis and Bowls results, which proposal met with considerable support.

The meeting then concluded.

was the play off between the two teams of Gunners but by virtue of the points already scored by the Somerset and Typhoon, the game could not affect the final.

CIVIL SERVICE C.C.

YESTERDAY'S ANNUAL GENERAL MEETING

"VERY SUCCESSFUL YEAR"

His Honour Mr. Justice J. R. Wood presided at the annual general meeting of the Civil Service Cricket Club which was held at the Club-house, Happy Valley, last evening. A large number of members were present.

Addressing the meeting, the Chairman said that the loss to the Club through the death of three members was a very heavy one. It was not merely that Mr. Vergette served as a member of the Committee for many years, nor yet that he had filled the posts of Secretary and Treasurer, both of which were arduous duties, nor yet that he was a prominent figure on the bowling green, but Mr. Vergette was a loss because of the unassuming way in which he did everything, his readiness to stand down and keep his face up to anyone who thought they could do a job better, with the result that he won the regard and goodwill of all the members.

The late Mr. R. C. Wicheil said the Chairman was a life member of the Club, having been a member for the last twenty years and the Chairman said that perhaps he was right in saying that he was one of the foundation members of the Club. In his younger days, Mr. Wicheil was a keen cricketer and a formidable bowler.

The late Mr. P. Lanigan's duties, latterly, had kept him on the other side of the Harbour, but he maintained his interest in the Club. His name brought to the Chairman an experience which the two shared together. Shortly after the War they were coming out together travelling third class in a cargo boat and the Chairman and Mr. Lanigan had then compared notes until the late hours of the night, which led to a very mutual understanding.

The Committee greatly regretted the deaths of these three valuable members.

The membership of the Club, said the Chairman, stood at 208. It was not as many as it ought to be and Mr. Justice Wood observed that they needed a recruiting agent in the Club.

Referring to the playing activities of the Club, Mr. Justice Wood said that the report of the first eleven sounded like a dirge. (Laughter.) He understood the eleven for the coming season was going to be better and he wished them every success. The second eleven also hoped to put a good side in the field.

Mr. Wood concluded by saying that members would agree with him that the report was very satisfactory and he had much pleasure in proposing the adoption of report and accounts.

The Hon. Mr. W. T. Southern, C.M.G., was elected a vice-President of the Club. In proposing Mr. Southern's name, Mr. Justice Wood said that it was three years since Mr. Southern came to the Colony and during that period he had established himself in a position, which would earn him a welcome in any circle in the Civil Service. (Applause.)

Other officers elected included the following:—

Cricket, Captain (first XI).: Mr. B. D. Evans.

Cricket, Vice-Captain: Mr. J. Barrow.

Cricket, Captain (second XI).: Mr. E. Booker.

Cricket, Vice-Captain: Mr. H. F. Harper.

Cricket Representative: Mr. F. H. Holdman.

Bowls Representative: Mr. J. Massey.

Tennis Representative: Mr. Bendall.

Hon. Secretary: Mr. J. Deakin.

Hon. Treasurer: Mr. A. Brooksbank.

Hon. Steward: Mr. R. T. Taylor.

In Charge of Greens: Mr. A. W. Grimmit.

Thieves broke into Chigwell Golf Club Essex, and stole silver trophies valued at £300.

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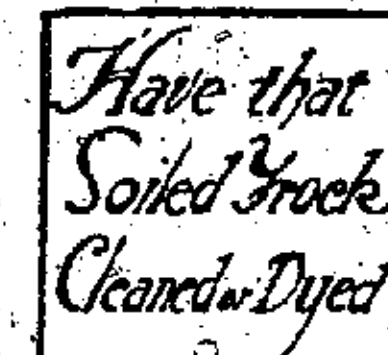
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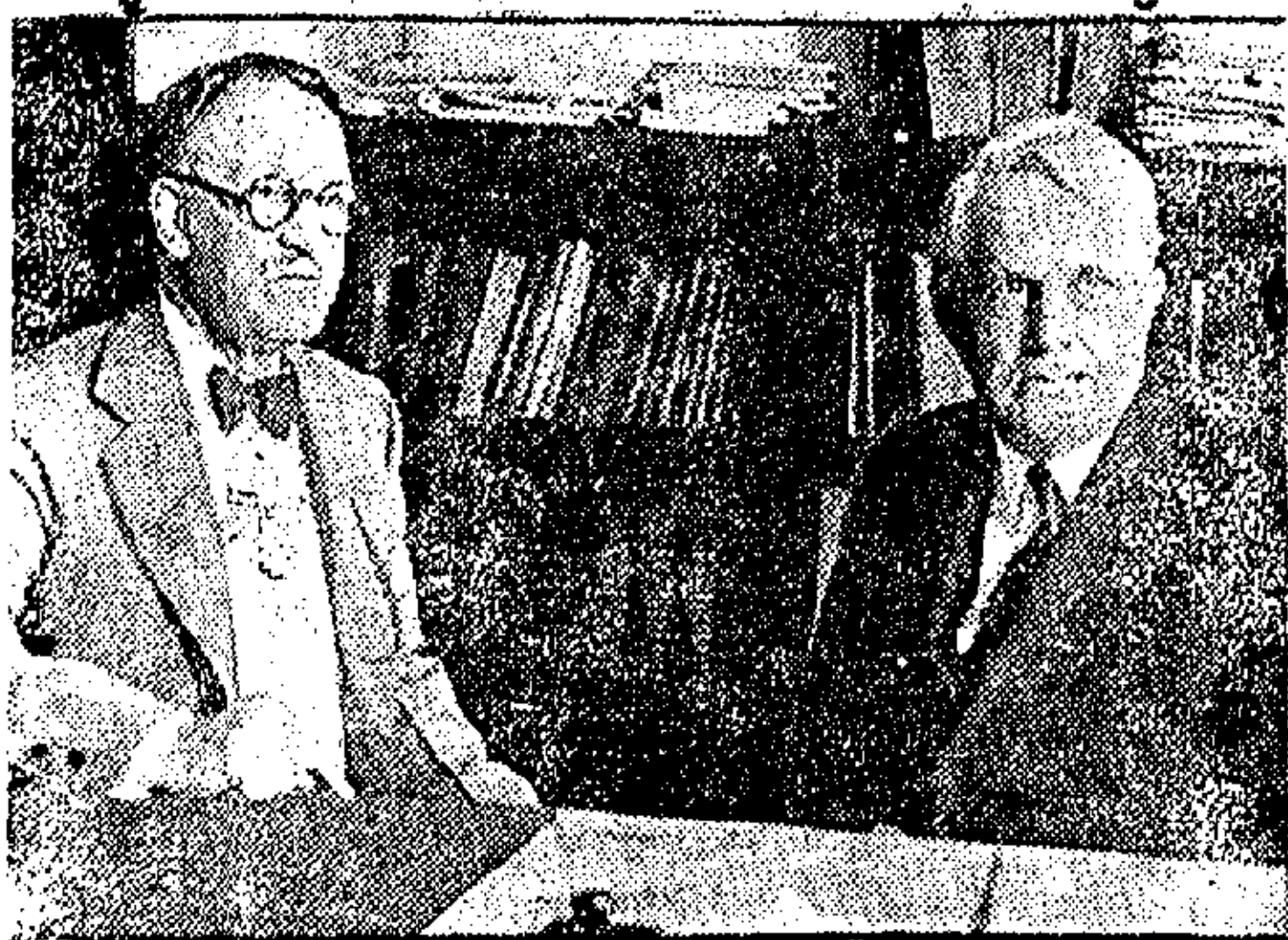
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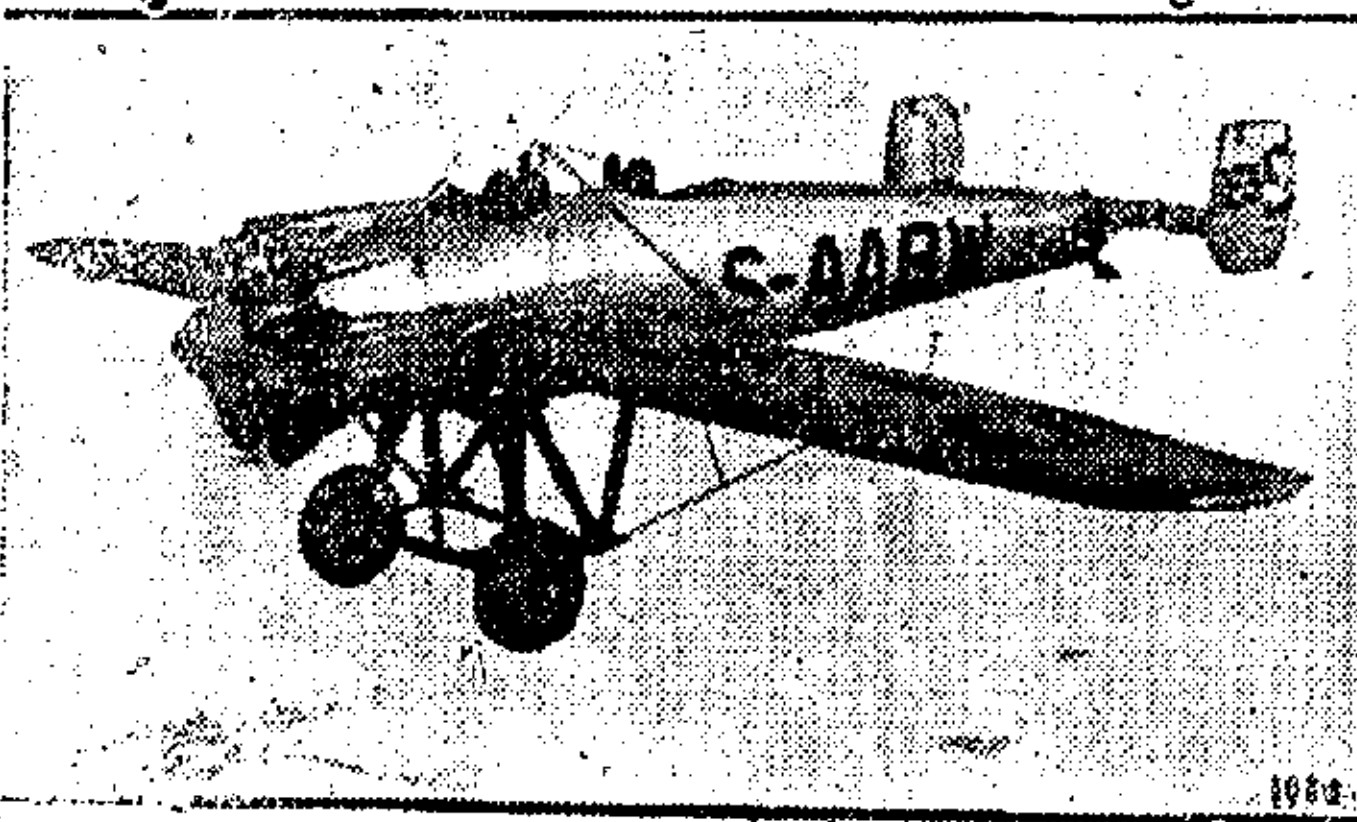
World News In Pictures

Strike Settlement Permanent



Following the serious traction strike in New Orleans, every effort is being made by the U.S. Government to insure the permanence of friendly relations between the company and its employees. F. E. Mitten, left, successful promoter of industrial relations in Philadelphia, Pa., is working out a plan with Secretary of Labour J. J. Davis which can be applied to the New Orleans situation.

Speedy Pursuit Plane



This new type of pursuit plane has just been built for the Swedish army and tried out successfully at Stockholm. One of the features of this sleek bird of death is the novel arrangement which allows the machine gunner wider sweep on rear and sides. The plane is faster than any yet developed in the Swedish army.

Relics in Old Chest



Among the many valuable documents and pictures found by Henry Woodhouse, President of the Aerial League of America in the attic of an old house in Westport, Connecticut, was the rare daguerrotype (above) of President and Mrs. Lincoln visiting at the tomb of Washington in Mount Vernon.

Surprise Awards By Edison



Here are the three student contestants in the Edison Scholarship Contest, who though they did not win the coveted prize, won by Wilbur B. Huston, of Seattle, were awarded special prizes in recognition of their fine showing in the examinations. These will entitle them to tuition in any college they may wish to attend.

Travel in Dirigible



Herman Schlatter, top, a cafe proprietor of Philadelphia, Pa., booked a return trip to Germany on the "Graf Zeppelin" and disembarked at Friedrichshafen to visit his parents. Lieut. Jack C. Richardson, below, attached to the Naval Air Station at Lakehurst, N.J., made the world tour in the ship as naval observer.

Pershing Speaks At Dedication



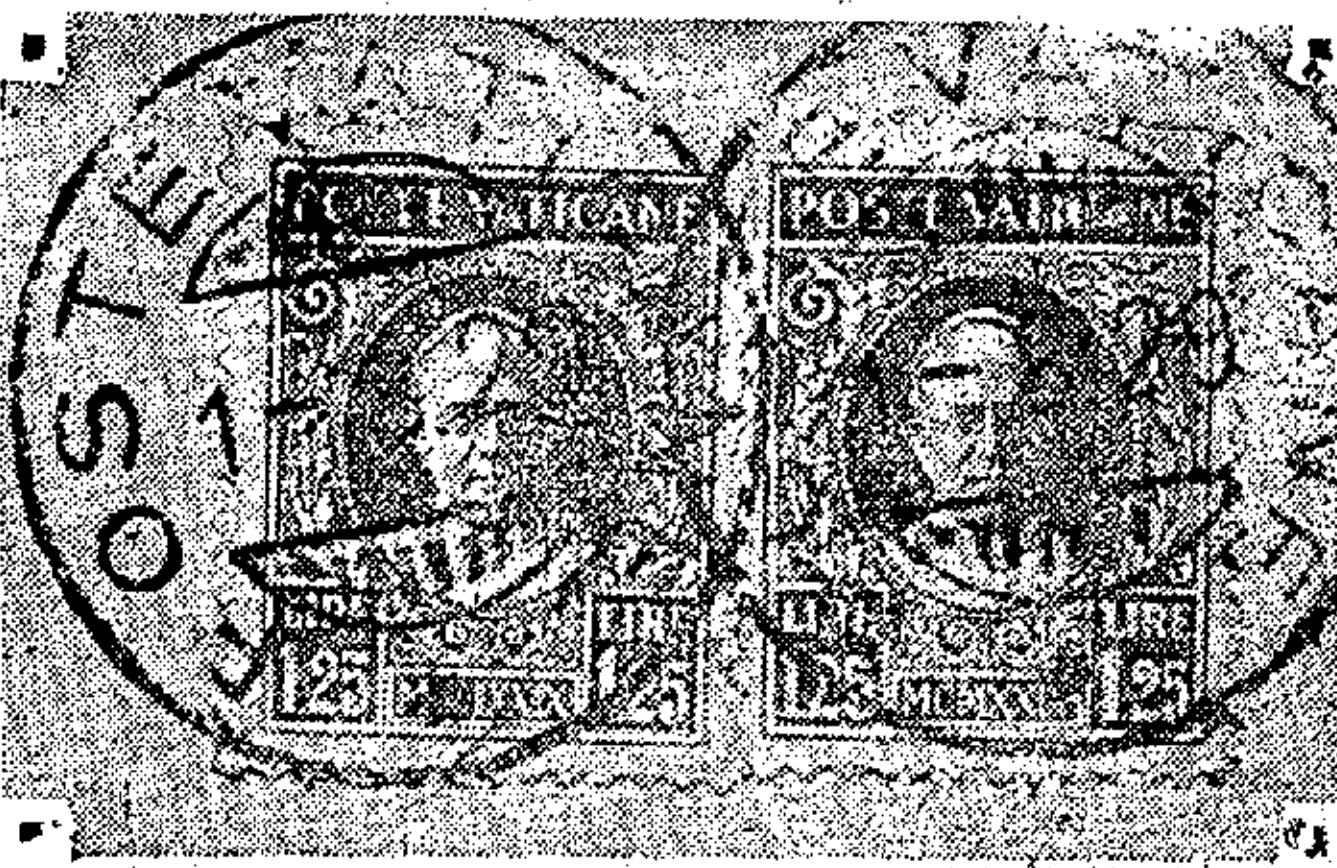
General James J. Pershing is seen, above, addressing those present at the dedication ceremonies of the new American Legion building in Paris. One of the halls in the building has been named after the famous war-time leader while another honours the late Ambassador Herrick.

Monaco May Become Republic



Air view of the Principality of Monaco, which may become a republic if its inhabitants' plans for an alliance with France materialise. Inset shows the present Prince Louis of Monaco, who has been threatened with a revolt by his subjects if he does not return from France and remedy existing political conditions.

New Vatican State Stamps



Letters bearing the new stamps of the Vatican are beginning to arrive. They are deep blue in colour and carry a picture of Pope Pius in an oval inset.

Correspondents on Dirigible



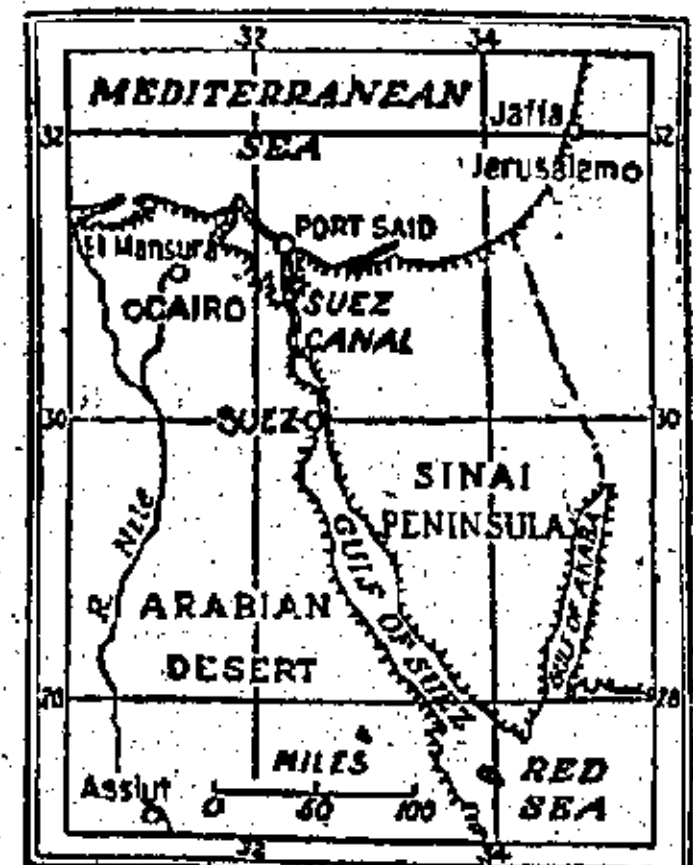
The Press was ably represented on the world tour of the German mistress of the air. Robert W. Hartman, left, M-G-M-International Newsreel cameraman, made a photographic record of the epic for the benefit of an air-minded public, while Lady Drummond Hay, centre, and Kari H. von Wiegand, newswriters, kept an eager world informed of the events of the journey, step by step.

Gored By Bull



Sidney Franklin, matador, is nursing a flesh wound in his leg, received during the charge of a bull in the Lisbon Corrida. The attending crowd had a decided thrill when the infuriated bull caught Franklin on its horns and seemed about to gore him to death. Quick work on the part of the matador saved his life. He is shown here taunting a bull at a recent performance.

Offers Egypt Freedom



If the Egyptian people agree to the terms of the treaty proposals made by Arthur Henderson, British Foreign Minister, Egypt will shortly be listed among the free countries of the world.

The above map shows the Suez Canal area to which British troops will be withdrawn if a final settlement is reached. King Fuad of Egypt, in company with his Prime Minister, Mohamed Pasha, recently left London, where the conferences were held, for Egypt to secure ratification of the treaty.

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Men Who Can Do Things

AND THOSE WHO CANNOT

CHIEF SCOUT'S APPEAL

General Sir Robert Baden-Powell, the Chief Scout, has taken advantage of the success of the World Jamboree at Birkenhead this month to issue an appeal for adult recruits.

The appeal is in facsimile of his writing and contains nine very amusing drawings from his pen. It reads:

Are you, in a general way, efficient?

Of course you can read and write and so on, and—Yes, for instance, can you swim? Can you carry your own golf clubs and stalk your own stag, or do you need a fellow to do it for you?

Can you catch a fish, milk a cow, and light a fire, or cook your own food upon occasion, or must you starve because you are dependent upon someone else to do these simple things for you?

If you cannot do little things of this kind you ought to join the Boy Scouts, since, even as a "grown-up," you will learn them fast enough.

If, on the other hand, you can already do them, it is equally important for you to join the Scouts—in order that you may impart the knowledge to the boys.

Whoever you are and whatever you are, it is in your power to do something for the boy.

You have a hobby of some sort. The boys are just aching for hobbies. You can probably draw a sketch, mend a clock, or collect butterflies. We need instructors in every kind of direction, if only for an hour or two a week.

If you are too old you will find mixing with the boys makes you young again.

The need is for Scoutmasters, commissioners, committee men, women to train Wolf Cubs, and money.

B-P.'s Mother

The Father of the Scouts says that the present great anniversary reminds him what a debt he owes to his mother.

Mrs. Baden-Powell, the daughter of Admiral W. H. Smyth, was a very remarkable woman. As a child she mastered mathematics by instinct, and crept out at night to study astronomy in her father's observatory.



What Is A Wolf Cub?

"DO YOUR BEST"—THE MOTTO

"What is a Wolf Cub?" people often ask. Well, of course, one might just answer, "A Wolf Cub is a certain kind of small boy: a small boy with a cheery face, a jersey, cap, coloured neckerchief, and bare knees; a boy who has promised to be loyal to God and the King, to keep a law which imposes obedience and self-control, and to do a good turn to someone every day; a boy who lives up to the motto of the Wolf Cub—Do Your Best." But such an answer would only give a surface impression; really to understand what a Wolf Cub is, it is necessary to grasp the principle underlying the Movement; to look at life for a moment with the eyes of a Cubmaster, and to feel the joy and romance of life with the heart of a small boy.

The Principle

First, for the principle. Its discovery was a stroke of genius, and yet it is so simple!

God made the small boy according to certain laws. Discover these; work in accord with them, and you will succeed; for you will have nature on your side, and the hearty co-operation of the boy. If God made the boy a creature of extreme and restless energy, with an inquisitive and eager mind, a sensitive little heart, and a romantic imagination, it's up to you to make full use of these instead of suppressing them. You can't improve on what God made; what you can do is to develop it, and to protect it from being turned into something it was never intended to be. How to do this is the question. The Chief Scout has solved that by devising the Wolf Cub Scheme. But unless you understand the principle, you will never be able to make head or tail of all the quaint things

we do, and the way we do them—I mean our particular kind of discipline and method of instruction. The principle then is, just discover, develop, guide.

The Cubmaster's Aim

What is the Cubmaster's aim? Well, of course, the Cubmaster is out to give the boy a good time, to fill his life with the joy which is the birthright of every child. But he is also out to put into effect the Chief Scout's principle. It is his object, not to turn the boy into an unnatural little paragon of perfection, but into a true child—as full of laughter, of noise, of energy, of romance, of love as every child should be. Then, as nature brings him to the next stage, to send him up into the Scouts where he will be helped to be as honourable, chivalrous, brave, self-reliant, and full of ideals, as every boy should be; so that he may end in becoming steady, thoughtful, unselfish, kind, God-fearing, in fact, a Man.

The Boy's Point of View

What does the boy think of it all? He just knows that at last he has found a set of really sensible grown-ups, who see the reasonableness of making a noise; who actually take leap-frog and games seriously; who are full of stories; who don't use punishments, but make work so jolly that he wants to do it; who, in short, are his brothers, real friends who understand.

The Tragedy of it all

But the tragedy of it all is that while there are millions of small boys longing to be Cubs so few people come forward as Cubmasters. We want women as well as men for this work. After all, the work is simple, it is very fascinating, and it is eternally worth while. Do not decide that it is not for you until you have learnt a little more about it. All you have to do is to send a post card addressed—Boy Scouts Association, Lower Albert Road, Hong Kong, and say you are interested. In return you will get further information if you decide to come in and help.

The small boys themselves appeal to you. They want your help!—D. C. M.

Girl Guides' Grotto

It is the fruits of the Guide law that go to prove the worth of the movement, and these are resultant only from a full knowledge of the laws, combined with the admirable qualities of unselfishness, honour, love, and compassion—the ideals of girl guiding.

The admirable advantages guiding gives for the development of the better qualities of Guides is shown by the story of Mavis Grove, who is classed as a "love" Guide, but who is claimed to be the care of the Tarragindi Guides.

Mavis Grove was originally enrolled by Lady Marjorie Dalrymple as a Guide at Imbil, under Miss Jones as captain. Being a helpless cripple, one can guess the delight of guiding to her. She was pushed over half a mile in her chair by her sister Guides, in order that she might attend each meeting. Her case needing greater care, she entered the Diamantina Hospital over three years ago. Her captain sent word to headquarters of her arrival in Brisbane, and since then the members of Tarragindi Company have visited her frequently. At any little function or fête that is arranged Mavis is not forgotten, and she helps by doing some fancy work or other little things. Either Guides of the Tarragindi Company or Scouts (past or present) of the First Stephens Company see that Mavis is wheeled to any of their festivities. She is very proud of her association with the Guide movement, and the wearing of the uniform (which was made entirely by herself), when occasions arise.

Girl Guiding has brought her so much happiness with its aims and associations that Mavis finds life much more worth while. It, too, has given the Guides a chance to demonstrate in a practical way the ideals of Guiding. Though she may be returning to her parents at Lagoon Pocket, Mavis intends to keep in touch with her many Tarragindi Guide friends, thus proving the lasting qualities of this uplifting movement.

Girls Scouts in America

The Americans, who call their Girl Guides by the name of Girl "Scouts," are indebted for the movement to a very remarkable woman from Savannah, Mrs. Low, who died in January last year after an arduous life. Her great-grandfather, John Kinzie, built the first home in the city of Chicago, outside Fort Dearborn, and Juliette as a little child remembered seeing her grandfather receiving a group of Indians in the backyard. After marrying Mr. Low, in whose father's house at Savannah Thackeray wrote part of "The Virginians," Mrs. Low came to England, living in Warwickshire, and was constantly visiting us (states an English writer). The idea of taking the Girl Scouts to America came to her when she entertained Sir Robert Baden-Powell in the Perthshire castle she tenanted in 1911, and on coming to London she formed a troop in a basement in Charlotte-street, Fitzroy-square, and afterwards in Lambeth. A few months later her enthusiasm was redoubled by crossing the Atlantic in the same ship in which Sir Robert sailed. Mrs. Low, on reaching Savannah in January, 1912, immediately formed a troop, and she gave the next 15 years of her life with a passionate enthusiasm and endless industry to the carrying of the movement over the United States, where it now numbers 150,000 girls.

The Cubs' Corner

When the weather is wet and you cannot go out of doors to play your usual games, try this amusing little game with an ordinary balloon!

Place as many chairs as possible in a line across the centre of the room to form the "Tennis-net." Your rackets are your own hands!

The game starts by one player "serving" the balloon across the "net" to the other side of the "court." "Serving" means to hit the balloon across with the palm of the hand across to your court before it touches anything else, and so the game goes on, hitting the balloon backwards and forwards. If it drops to the ground, or hits the wall, the net, or any furniture, then the player opposite gains a point. If a player fails to hit the balloon over the "net," at all, his opponent gains a point. A game is won when one player scores twenty-one points. Six games form a "set."

Something More About The Chief

On the many distinctions of General Sir Robert Baden-Powell, who is 72 years of age, probably the most envied by a strong section of his adoring Scouts is a strain of real Red Indian blood in his veins. It is not generally known that the Chief Scout is lineally descended from the son born to John Rolfe and the beautiful Indian Princess Pocahontas, of Virginia, who died on a visit to England three centuries ago.

The Chief In India

HOW HE WON HIS "SPURS"

PLAYING A PRANK

If you have never been in India—and I suppose very few Scouts have, unless they live there—it is hard to imagine what a different land it is from any of our western countries.

We often hear of the "glamour of the East" and I suppose India has always been the ambition at some time or another of every young soldier.

The Chief Scout began his army career there, and as he has spent altogether about seventeen years in India he knows as much about that country as most Englishmen; he says of it in his book of "Indian Memories": "Yes, India is a land of mystery and romance beneath its sun-dried face. Tommy Atkins drinks his beer in what was once the palace of a king; the subaltern hunting his pig pops over the tombstone of a Grand Mogul; and even Jack, in gazing at the mosque of Shah Jehan, is thinking—'What a place for rats!'"

When he first went there the Great Mutiny was only a few years distant as we are to-day from the European War; and the terrible scenes which then took place were fresh in the minds of many of the inhabitants.

With the 13th Hussars

The 13th Hussars was stationed at Lucknow when R.P. joined, and it was there that he had his first experience of soldiering and sport. It was a strenuous life, but a very happy one when he settled down to it.

At half-past seven every morning he had to be up after an early cup of tea and off to the riding school, back for breakfast at ten, more riding and other work until lunch at two o'clock; drills and shooting practice in the afternoon. Work was over at 4.30, and then followed a strenuous round of recreation, followed by early bed, ready for the next day's work.

Not Yet a Scout

Being a Scout by nature if not by name at that time, our Chief worked his hardest and played his hardest, and kept himself fit by plenty of exercise, by non-smoking, and by taking care of himself. Having none too much money to spare he lived very economically and denied himself many luxuries which other people might have called necessities; so that he was able, by skilful management, to live on his own pay, without being a burden to his mother at home.

At the same time he managed to enjoy himself pretty thoroughly and being a very good actor and singer of comic songs he was always in demand for parties and concerts and regimental entertainments.

A Prank

On one occasion, during a regimental concert, there was a sudden stir at the back of the hall where the men were sitting. In walked a strange general, and proceeded up the centre aisle loudly telling the men to "sit down!" at which—seeing their important visitor—they stood up one by one until the whole audience was on its feet.

The Colonel commanding the Regiment, Colonel Baker Russell, who was seated in the front row, on hearing the commotion, rose and came forward to meet his unexpected guest and politely led him to a seat.

But the bluff old fellow showed himself ready and willing to join in the fun, and even suggested—much to the Colonel's surprise—that he would not mind going on the stage himself and singing a song. The offer was greeted with loud applause, and it was not until the visitor was half way through the Major-General's song of the play "The Pirates of Penzance" that the Colonel realised that he had been "had" and that the supposed General was none other than his young subaltern Baden-Powell, who, knowing that the Colonel had not yet met a certain General in the neighbourhood, had borrowed his uniform from a friendly side-de-camp.

The Colonel took the joke in excellent part, and never forgot it.

Tracking

Colonel Baker Russell was pretty stern as a Commanding Officer, and not one who would stand any nonsense; but he was very good at heart and well-beloved, and the Regiment, being the 13th, soon became known as "The Baker's Dozen."

When the Chief Scout had been in the 13th for about two years the Regiment was ordered to Kandahar, in Afghanistan, a wild and mountainous country on the Northern frontier of India.

It was at Kandahar that the Chief Scout carried out a piece of tracking which won for him the praise of his Commanding Officer and probably had a good deal to do with his early promotion. One night there was a terrific hur-

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Furthermore, friends in other parts of the world will be sure to appreciate an opportunity to appraise for themselves what is being done here. Folks in the Old Country will study the speeches assiduously "to see how Hong Kong is getting on." Why not oblige by posting them the "Overland"?

There is, in addition, a wealth of news topics in the current issue of the only Hong Kong weekly news budget which carries pictures. Attracted by the picturesque name of "Ironsides," people elsewhere will want to know about this latest Chinese Civil "war." At the same time, the "Overland" also describes the latest dangers undergone by foreigners in China; and there is the full story of the first Japanese merchant vessel forced to Bias Bay as a "prize" of Chinese pirates.

Hong Kong itself has had a busy week. Among items prominent in the list are the new statutes and other legislation in the course of being passed, the close of an eventful Criminal Sessions, etc. Be sure to get the "Overland," either for keeping or for sending away.

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No. 3A, WYNDHAM STREET—PHONE C. 22.

The "Old Scout's" Column.

Every one of us, The Influence every person of Friends alive, is subject to influences from outside; every one is affected in his feelings. A bright day makes us cheerful, a gloomy day makes us depressed. We do not feel by the seaside as we feel in a town. Our mind is like a looking-glass, which reflects whatever is in front of it. Have you ever noticed that there are some people who make you happy and cheerful, while others make you tired and sad? Why is it? The mind is always breathing out its influence. A gloomy person, although he may not say a word, and may even try to laugh and be merry, is always breathing out from his mind a melancholy influence. He cannot help it. It is the same with evil people.

Although a bad person may pretend to be good, and say things which are noble and pure, there comes from his mind an influence which we feel, at once is not wholesome. It is very often happens that a boy with a bad nature is a boy of strong character. There is something about him which has a mastering effect upon others. It is difficult to shake him off; it is hard to avoid him; it is not easy to say "No" when he proposes something wrong. When you know that your happiness and success depend on your choice of friends you will make yourself strong to resist any evil influence.

You may be an intelligent perfectly certain that you can be intimate with no one without some effect, it may be good or it may be bad, being produced on your mind. Good company is the society of those who encourage us to take an intelligent interest in life. There are some boys and girls who work hard because they want to increase their knowledge, who are keen on games and exercises, who read books, study nature, and are able to talk about interesting things. In all schools there is this little aristocracy of intelligence. Let it be your aim to become a member of it. Cultivate friendships with the best people, people who read and think. Avoid every kind of company in which the best side of your nature does not feel at ease, and which something tells you to shun. And you can do no better by becoming a

Scout and mixing with all your brother Scouts.

Almost everyday How You some benighted Can Help Chinese are brought before the Police

Magistrates for being cruel to fowls and animals, and in all cases they are fined a few dollars. This is indeed a hardship on the poor men and women whose only fault is that they do not know better. You boys and girls can do much to alleviate the sufferings of poor dumb animals and domestic fowls and at the same time save a few well-needed dollars for the ignorant class of Chinese. I know that you have helped the S.P.C.A. in their campaign, but what I mean is that when you are about in the streets keep your eyes open, and the moment you see anyone holding a chicken in the wrong way, or chastising a dog, please stop a few minutes to point out to the offender his or her faults. Explain to ignorant one that to be cruel to animals is an offence which may cost them a few dollars, and you will soon find that a kindly worded lecture will help more than a fine. In this way you will be doing a double good turn. You will be helping the poor man or woman from being prosecuted and alleviating the sufferings of animals. In this good work, boys and girls can join and I am sure you will marvel at the results if you all set about it with a will.

While you are out Do All You in the streets, Can there is no limit to the number of good turns you can perform. Sometimes you will find that in order to be kind you will have to be seemingly harsh. I once saw a beggar in Queen's Road Central. The poor man had sore all over his face. He was a ghastly sight to passers-by, and yet when I called a policeman to take the beggar to the Police Station, several pedestrians who happened to be about criticised my action. They thought I was a harsh man; but when I explained to the beggar that at the Station, he would at least be given some medicine before being sent away to his native village, he thanked me profusely.

I hope all of you will assist as much as you can in stopping cases of cruelty to animals. To my mind this is indeed an act of charity. I know it is very hard for the poor people to part with a few dollars, and if you can give them a timely warning, they will bless you for it.



POST BOX.—How an old tin can is made into a pillar box in the wide of Australia, where the bush-rangers are bound by a strong moral code. To steal a letter would mean death to the offender.

On the many distinctions of General Sir Robert Baden-Powell, who is 72 years of age, probably the most envied by a strong section of his adoring Scouts is a strain of real Red Indian blood in his veins. It is not generally known that the Chief Scout is lineally descended from the son born to John Rolfe and the beautiful Indian Princess Pocahontas, of Virginia, who died on a visit to England three centuries ago.

ane and hailstorm, the horses took fright and broke loose, rushing about with their picketing ropes and tent pegs attached, and it took some hours to get them all collected and calmed down again. All were eventually recaptured except one, the horse ridden by the regimental-sergeant-major and therefore one of the best in the Regiment.

Looking for Hoofs The Chief Scout made up his mind that this horse should be found, and when the others were giving it up as a bad job he set out alone on his horse "Dick" to look for hoof tracks.

It was not for nothing that he had practised stalking and tracking in the woods at Charterhouse and in the lanes in England.

After some searching he came upon the trail of a horse galloping away from camp. Following it up for two or more miles he found that it led up into the mountains over such steep ground that he would have to follow it on foot.

Fortunately Dick had been trained by his master to stand still, for no matter how long, so he could safely be left below.

Up the mountain climbed B.P., following the trail until at last he was rewarded by the sight of a horse's outline against the sky, right away at the top of the mountain, and there, after a long climb, he found the missing animal shivering with cold and badly cut about by the iron picketing peg which was still hanging on to him.

Great was the joy of the camp when the procession returned triumphant.

"Bloater Park" Of all places in India Muttra was the station which Baden-Powell liked best, because there it was that he could carry out his favourite sport of pig-sticking to his heart's content.

To win the Kadir Cup in hog-hunting is on a par with winning the Bronze Cross in Scouting—in other words, it is the highest honour that can be attained in that line of sport.

And in the year 1883 our Chief won it. There were fifty-four horses in the running, of which Baden-Powell entered three—didn't I tell you that he never relied on one chance only of success?

The whole fifty-four horses were divided by lot into parties of four, and each party was given an umpire to look after it. The umpire's job was to lead his party into the jungle and, when he caught sight of a pig, to give the order "Ride it!" At these words away went all four horses at top speed, and the rider who first succeeded in spearing the pig won that heat.

The winners of the heats were then divided up into fresh parties of four—and as Baden-Powell's three horses had each won their heat, it began to look as if he had a good chance of winning the contest.

What a Race!

In the next round, after some exciting times, two of his horses again won, though not the one he was riding himself. This put him into the final with his remaining two horses, Patience and Hagarene. Not being able to ride both horses himself, he chose Hagarene, and his friend, Ding Macdougall, rode Patience.

"Ride!" yelled the umpire as a great pig appeared on the scene. Off went Hagarene, and her rider into the thick jungle after the pig, bounding ahead of all the others through the thick grass and lumpy undergrowth of tangled weeds and other concealed obstacles. On went the pig with "Haggy" and her rider in hot pursuit. It was looking like victory already, when—plash!—went the pig into a deep and weedy pond—and splash went horse and rider after her.

What a scramble to get out again from the mud and slime, and once out "Haggy" determined to have no more of it. She set off for camp at a brisk trot, leaving her master dripping and disconsolate on the bank. The other riders had now sighted the pig, and Patience and her rider were first off to it, and so secured for Baden-Powell the coveted Kadir Cup, after one of the most exciting races ever known.

It was a thrilling letter that he sent home to his mother next mail giving an account of the race.

At Muttra, Baden-Powell shared a bungalow with his great friend, "Boy" Macdougall. This headquarters was named Bloaters Park, and was the scene of much sport, fun and adventure, as well as of a good deal of hard work.—E. K. Wade in the "Scout."

HONG KONG STOCK EXCHANGE QUOTATIONS

Hong Kong,
September 27th, 1929.

Stock	Closing Quotations 4 p.m. Friday, 27th.	Rise or Fall over Week	Approximate Share Amount on Hand as at Close	Capital	Number of Shares	Value	Paid up	Reserve	Carried Forward	Date	Last Dividend	When Paid
Banks												
H.K. & Shanghai Banking Corp. (London)	\$1,252 1/2 b. \$130 nominal	+ \$5.00	6 1/2 %	\$20,000,000	160,000	\$125	\$125	\$8,000,000 \$14,000,000	\$3,397,812	31.12.28	Int. div. of £3 at 1 1/16% = \$31.18 per share for 1929	Aug. 6, 1929
Chartered Bank of India, Australia & China	\$180 nominal			\$3,000,000	600,000	\$5	\$5	\$4,000,000	\$186,656	31.12.28	Interim div. of 14% p.a.	Pending
Mercantile Bank of India, Australia & China	\$22 nominal \$15 1/2 nominal			\$1,800,000	80,000 60,000	\$22 \$5	\$12 1/2 \$5	\$1,450,000	\$162,046	31.12.28	Interim of 8% a/c. 1929	Pending
Bank of East Asia, Ltd.	\$90 1/2 nominal		8 %	\$10,000,000	120,000	\$100	\$100	\$1,500,000	\$401,749	31.12.28	Dividend of \$6 for 1928 and bonus \$2 making \$8 for 1928	Feb. 19, 1929
Marine Insurance												
Canton Ins. Office, Ltd.	\$650 buyers		6 1/2 %	\$2,500,000	10,000	\$250	\$100	\$310,000 \$1,041,235 \$1,351,770 \$2,381,561	\$1,667,848	31.12.28	Final of \$22 making \$40 for 1927. Int. of \$18 for 1928	May 26, 1929
Union Ins. S'ty of Canton, Ltd.	\$356 buyers		6 %	\$2,000,000	200,000	\$10	\$4	\$69,500 \$308,125 \$314,291 \$512,819 \$200,000 \$247,856 \$150,000	\$254,179	31.12.28	Final of 16/- for 1927. Interim of 24/- a/c. 1928	May 24, 1929
Yangtze Ins. Assoc., Ltd.	M. \$50 nominal		6 %	\$2,500,000	250,000	\$10	\$10				Dividend \$3 1/2 for 1928	June 28, 1929
China Underwriters, Ltd.	\$2.00 nominal	-\$0.10		\$5,000,000	500,000	\$10	\$3	\$152,592 \$4,224	\$37,463	31.12.28	none	
Fire Insurance												
China Fire Ins. Co., Ltd.	\$310 buyers	+ \$5.00	6 %	\$2,000,000	20,000	\$100	\$20	\$759,762 \$1,000,000 \$1,000,000 \$1,000,000 \$2,462,412 \$1,082,152 \$200,000	\$907,311	31.12.28	\$9 and bonus \$6 for 1927 and Interim \$8 for 1928	May 24, 1929
H'kong Fire Ins. Co., Ltd.	\$780 buyers		5 1/2 %	\$2,000,000	8,000	\$250	\$50	\$2,300,000 \$1,799,886 \$512,071 \$100,000	\$675,329	31.12.28	\$43 for 1927	Mar. 26, 1929
Shipping												
Douglas Steamship Co., Ltd.	\$27 1/2 nominal			\$1,000,000	20,000	\$50	\$50	\$138,486 \$190,074	Nil	31.12.28	Div. of \$4 for 1924	Mar. 26, 1925
H'kong, C. & M. S. B. Co., Ltd.	\$25 1/2 nominal		4 %	\$1,200,000	80,000	\$15	\$15	\$15,442 \$93,831 \$438,861	\$38,600	31.12.28	Dividend of \$1 for 1929	Feb. 19, 1929
Indo China Steam Navigation Co., Ltd.	\$46 sellers \$70 sellers	+ \$0.50		\$1,200,000	120,000 120,000	\$5 \$5	\$5 \$5	\$185,000 \$200,215 \$1,000,000 \$264,677 \$260,178 \$127,917	\$15,118	31.12.28	Div. of 12/- at ex. 2/0% = \$5.94 a/c. 1924 and 1925 on preferred shares. Div. of 30/- at ex. 2/0% = \$11.90 on deferred shares a/c. 1921	June 19, 1929 May 24, 1929
Star Ferry Company, Ltd.	\$60 b. \$59 1/2 s. \$60 1/2 sales		5 1/2 %	\$800,000	80,000	\$10	\$10	\$100,000 \$160,000 \$98,712	\$40,038	31.12.28	Div. \$2 and bonus \$1 1/2 making \$3 1/2 for 1928	Feb. 15, 1929
Refineries												
China Sugar Refining Co., Ltd.	\$0.95 sellers			\$2,000,000	80,000	\$25	\$25					
Malayan Sugar Refining Co., Ltd.	\$27 nominal			\$2,000,000	14,000	\$30	\$30					
Oil and Mining												
Kailan Mining Administration	60/- nominal	- 2/6	7 %	\$2,000,000	2,000,000	\$1	\$1				Int. of 2/- Free Income Tax for year ending 30-6-29 (Coupon No. 84)	May 16, 1929
Mastechappi tot. & Co., Combined	Tls. 16 1/2 buyers			Tls. 1,825,000	250,000	Tls. 10		Tls. 159,166	Cr. Tls. 45,998	31.10.28	T. 0.50 for year 31-10-27	April 5, 1928
Do. Langkat-Sing	Tls. 10 buyers			Tls. 3,000,000	600,000	Tls. 5		Nil	Dr. Tls. 496,213	31.12.28	none	
Do. Exploration & Development	Tls. 1 1/2 buyers			Tls. 1,250,000	250,000	Tls. 5		Tls. 550,000	Cr. Tls. 16,091	31.12.28	T-75 cts. for 1928	Feb. 15, 1927
Do. Loan and Investment	Tls. 5 buyers											
Raub Australian Gold Mining Co., Ltd.	\$9 1/2 nominal	+ \$1.50	15 1/2 %	\$200,000	200,000	\$1	\$1	\$10,000	\$7,321	31.3.29	Final Div. of 1/6 per share making 2/8 for year	Aug. 10, 1929
Shell T'port & Trading Co., Ltd.	98/- nominal		5 %	\$43,000,000	11,000,000	\$1	\$1	\$6,354,165	\$237,304	31.12.28	Final Div. of 1/6 Free Income Tax making 5/- for 1928 (Coupon No. 54)	July 5, 1929
Docks, Wharves & Godowns												
H'kong & K. W. & G. Co., Ltd.	\$140 1/2 buyers	+ \$1.00	6 1/2 %	\$4,000,000	80,000	\$50	\$50	\$100,000 \$400,000	\$360,063	31.12.28	Div. \$6 and bonus \$2 making \$8 for 1928	Mar. 7, 1929
H.K. & W. Dock Co., Ltd.	\$32 1/2 b. \$4.80 s.			\$10,000,000	200,000	\$50	\$50	\$3,000,000	\$121,361	31.12.28	Final div. of \$2 making \$4 for 1924	Mar. 31, 1925
S'hai Dock & Eng. Co., Ltd.	Tls. 146 buyers	- T. 1.50	6 1/2 %	Tls. 4,177,500	55,700	Tls. 75	Tls. 75	Tls. 1,250,000 Tls. 750,000	Tls. 90,219	30.4.28	Final div. of \$2 making \$4 for 1924	Aug. 16, 1929
New Engineering & Shipb'ldg Wks., Ltd.	Tls. 8 1/2 buyers Tls. 4.75 buyers	+ T. 0.50	5 1/2 %	Tls. 5,000,000	500,000 500,000	Tls. 5 Tls. 5	Tls. 5 Tls. 5	Tls. 600,000 Tls. 745,012 Tls. 200,000	Tls. 54,379	31.12.28	Tl. 0.40 for 1928 Div. 8% on Preference shares	Mar. 15, 1929
S'hai & H'kew Wharf Co., Ltd.	Tls. 190 nominal		6 1/2 %	Tls. 4,000,000	40,000	Tls. 100	Tls. 100	Tls. 686,983 Tls. 120,416 Tls. 450,000 Tls. 75,000 Tls. 675,000	Tls. 17,826	31.12.28	Interim of Tls. 3 a/c. 1929	Sept. 12, 1929
Lands, Hotels & Buildings												
H'kong & Shanghai Hotels, Ltd.	\$9.65 b. \$9.70 sa.			\$10,000,000	1,000,000	\$10	\$10	\$6,618,349	\$175,510	31.12.28	Final div. of \$0.60 on Old and New shares for year ending 31.12.24	April 8, 1925
H'kong Land Investment and Agency Co., Ltd.	\$63 b. \$61 1/2 sales		6 1/2 %	\$6,000,000	240,000	\$25	\$25	\$7,000,000 \$250,000 \$50,000	\$985,978	31.12.28	Int. div. of \$2 for 1929	Aug. 2, 1929
H'phreys Estate & F. Co., Ltd.	\$14 1/2 buyers	+ \$0.30	7 1/2 %	\$1,500,000	150,000	\$10	\$10	\$50,000 \$450,000 \$50,000 \$25,000	\$68,728	31.12.28	Div. 80 cents and bonus 20 cents making \$1 for 1928	Feb. 8, 1929
S'hai Land Investment Co., Ltd.	Tls. 160 nominal		6 %	Tls. 5,550,000	117,000	Tls. 50	Tls. 50	Tls. 2,034,010 Tls. 500,000	Tls. 602,303.17	31.12.28	Interim of Tls. 3 a/c. 1929	July 31, 1929
H.K. Realty & Trust Co., Ltd.	\$8 buyers	+ \$0.10	7 1/2 %	\$2,000,000	200,000	\$10	\$10	\$200,000	\$11,057	31.12.28	Interim of 30 cents a/c. 1929	Aug. 12, 1929
Cotton Mills												
Ewo Cotton Mills, Ltd.	Tls. 21 1/2 b. Tls. 21 sales Tls. 106 nominal	+ T. 0.25	4 1/2 %	Tls. 5,000,000 Tls. 1,000,000	1,000,000 100,000	Tls. 5 Tls. 100	Tls. 5 Tls. 100	Tls. 2,000,000 Tls. 1,000,000 Tls. 500,000 Tls. 204,760	Tls. 4,950	31.12.28	Interim div. of T. 0.40 a/c. 1929	Aug. 23, 1929
Shanghai Cotton Manufacturing Co., Ltd.	(Old) Tls. 101 n. (New) Tls. 76 n.		5 1/2 % 4 1/2 %	Tls. 4,000,000 Tls. 2,000,000	80,000 40,000	Tls. 50 Tls. 50	Tls. 50 Tls. 25	Tls. 1,000,000 Tls. 380,840 Tls. 450,000 Tls. 150,000	Tls. 152,900	30.4.29	Div. of Tls. 2 for Old, Tls. 1 for New for half year ending 30.4.29	May 30, 1929
Zoong Sing Cotton Mills, Ltd.	Tls. 12 1/2 nominal			Tls. 2,000,000	200,000	Tls. 10	Tls. 10				Tl. 0.60 for years 1926/1926	Oct. 7, 1925
Miscellaneous												
China Light & Power Co., Ltd. (Old)	\$12.80 sales		4 %	\$3,800,000	720,000	\$5	all	\$110,418	\$54,262	30.9.28	Int. dividend 25 cents. account 1928	May 6, 1929
Do. (New)	\$12 1/2 sellers			\$400,000	80,000	\$5	all	\$685,603	\$63,440	31.12.28	Fin. div. of 80 cts. on Old, 77 cts. on Bonus and 18 cts. on New shares for year ending 31.12.24	April 27, 1925
China Prov. L. & M. Co., Ltd.	\$4.70 b. \$4.80 s. \$4.70/60 sales			\$3,000,000	600,000	\$5	all	\$50,000 \$200,000 \$110,000	\$25,286	31.12.28	Div. of \$1.25 for 1929	Mar. 4, 1929
Dairy Farm, Ice & Cold Storage Co., Ltd.	\$20 b. & sa.	+ \$0.50		\$1,500,000	200,000	\$7 1/2	\$7 1/2					
Green Island Cement Co., Ltd. (Comb.)	\$9.70 b. \$9.90 s. \$9.80/85 sales											
Do. (Old)	\$7.70 buyers	+ \$0.20	6 1/2 %	\$3,000,000	400,000	\$7 1/2	\$7 1/2	\$400,000 \$500,000	\$2,902	31.12.28	Div. of 80 cts. on Old shares and 10.66 cts. on New shares for 1925	Mar. 17, 1926
Do. (New)	\$6 1/2 b. \$6 1/4 s. \$6 1/2/64 sales	-\$0.25	4 1/2 %	\$4,500,000	450,000	\$10	\$10	\$2,800,000	\$97,181	31.12.28	Div. of \$2.50 on Old and \$1.25 New shares for year ended 31.12.28	Mar. 22, 1929
Hong Kong Electric Co., Ltd.	\$7 1/2 b. \$7 1/4 s. \$7 1/2/60 sales		7 1/2 %	\$2,000,000	200,000	\$10	\$10	\$10,000	\$101,726	31.12.28	Fin. div. of 85 cts. on Old 82 cts. on Bonus, 18 cts. on New shares for year ending 31.12.24	Feb. 26, 1925
Hong Kong Rope Mfg. Co., Ltd.	\$18 1/2 buyers		7 1/2 %	\$3,250,000	650,000	\$5	\$5	\$100,000	\$245,789	31.12.28	Interim of 50 cents a/c. 1929	Aug. 27, 1929
Hong Kong Tramways, Ltd.	\$11.80 nominal \$6.05 nominal		8 % 8 %	\$750,000	25,000 50,000	\$10 \$10	\$10 \$5	\$150,000 \$25,958	\$13,615	30.4.28	10% for year ended 30.4.29	June 7, 1929
Peak Tramway Co., Ltd. (Old)												
Union Waterboat Co., Ltd.	\$22 sellers		7 %	\$350,000	50,000	\$7	\$7	\$45,000 \$3,732 \$7,969 \$84,425	\$6,231	31.12.28	Div. of \$1.25 and bonus 25 cents per share a/c. 1928	Jan. 31, 1929
Watson (A. S.) & Co., Ltd.	\$11.90 nominal	+ \$0.10	6 1/2 %	\$1,200,000	120,000	\$10	\$10	\$600,000	\$62,044	31.10.27	Div. 80 cts. for year ended 31.10.28	Mar. 28, 1929
William Powell, Limited	\$2 1/2 sellers		8 %	\$84,000	42,000	\$2	\$2	\$10,000	\$5,860	28.2.29	Dividend 25 cents for 28.2.29	June 10, 1925
Lane, Crawford, Ltd.	\$1 1/2 nominal			\$900,000	180,000	\$5	\$5	\$20,000	\$6,142	28.2.29	Div. 30 cts. for year ending 28.2.29	April 24, 1926
H.K. & C'hor Ice Mfg. Co., Ltd.	\$1 1/2 nominal			\$400,000	40,000	\$10	\$10				none	
H.K. Eng. & Const. Co., Ltd.	\$140 sellers			\$1,000,000	100,000	\$10	\$10					
China General Omnibus Co., Ltd.	Tls. 15 buyers		5 %	Tls. 1,000,000	100,000	Tls. 10	Tls. 10	Tls. 176,011 Tls. 111,362 Tls. 175,000 Tls. 309,040	Tls. 13,898 Tls. 451,862 Tls. 29,386	31.12.28 31.3.23 31.12.28	Dividend of 6% for 1928 \$2 1/2 on Preferred, & \$1 1/2 on Deferred	Feb. 21, 1929
Hong Kong Amusement, Ltd.	\$24 b. \$25 s.		8 1/2 %	\$200,000	20,000	\$10	\$10					
Hong Kong Telephone Co., Ltd.	\$7 1/2 b. \$7.35/7 1/4 s.		3 %	\$5,000,000	500,000	\$10	\$10	\$175,000				
Singapore Traction Co., Ltd. (Ord.)	11/- sellers			\$2,000,000	200,000	\$10	\$10					
Do. (Pref.)	20/- buyers											
China Estates, Ltd.	\$8 sellers			\$1,650,000	165,000	\$10	\$10	\$16,404	\$2,539	30.9.28	5% on Preference shares subject to Income Tax	Sept. 18, 1929
Cadback, Macgregor & Co., Ltd. (Ord.)	Tls. 11 buyers											
Do. (Pref.)	Tls. 10 buyers		4 %	Tls. 8,000,000	800,000	Tls. 10	Tls. 10	\$155,500	\$345,455	28.2.29	\$4 for year ending 28.2.29	Feb. 4, 1929 June 5, 1929

Building Reserve Account.	Underwriting Account.	First issue of 120,000 of which 70,411 unallotted.	Cotton Flotation Account.	4,000 shares unissued.
Investment Fluctuation Account.	Legal Reserve Fund.	20,000 shares unissued.	150,000 shares unissued.	87,540 shares issued.
Depreciation Fund.	Repairs and Renewals Account.	255,000 shares issued.	100,000 shares unissued.	290,000 shares unissued.
Equalization and Investment Fluctuation Account.	Silver Reserve Fund.	500 shares unissued.	240,584 shares issued.	70,200 shares issued.
Gold Reserve Fund.	Underwriting Suspense Account.	22,277 shares unissued.	200,000 shares issued.	10,422 shares unissued.
Insurance Fund.	Special Reserve Fund.	Typhoon and Floods Insurance Fund.	50,000 shares unissued.	140,000 shares fully paid.
Reliance Fund.	Share Fluctuation Account.	206,845 shares unissued.	1,000 shares unissued.	34,721 shares issued.
Contingency Liability Account.	Extra Reserve Fund.	19,857,607 shares issued.	2,749 shares unissued.	4,000 shares unissued.
Special Repairs Fund.	Cattle Reserve Fund.	125 shares unissued.	65,000 shares unissued.	13,600 shares unissued.
	Reserve for New Plant.	3,600 shares issued.	600,000 shares unissued.	50,000 shares unissued.
		50,000 shares unissued.		80,000 shares unissued.

Corrected by Messrs. TAYLOR & ABRAHAM.

APES AND MEN

H. G. Wells And Julian Huxley On Evolution

The new work, "The Science of Life," being written by Mr. Wells and Professor Huxley, has now reached its tenth part. In Part IX, they discuss "The Evolution of Man." As our authors say, "There is need to stress the physical likeness of the higher apes, chimpanzees, gorillas, or orang-utangs, to ourselves. The crowds which gather round their cages in the Zoo are a testimony to this resemblance and the interest which it inspires. We have but to watch a mother orang with her child, or a young chimpanzee at play, to realise how deep the similarity of behaviour goes. The mother dandles her baby in her arms, kisses it, strokes its head; her gestures and the play of expression on her face have an often pathetic likeness to a human mother's."

The principle of evolution has become a part of established knowledge: it is hard to think how any disbeliever, or, thoroughgoing Fundamentalist, can resist the vast accumulated "evidences" of evolution, and also of man's descent, and expect to be thought of otherwise than as a person who wilfully shuts his eyes. The factors or causes of evolution may give rise to difference of opinion among biologists and naturalists, but the validity of the fact of evolution is surely beyond dispute. It is convincing, if for no other reason because it explains the facts about living creatures, in the past as in the present. Evolution is the key that has opened many doors. Our two authors summarize a wealth of facts upon which any non-scientific reader may form his own judgment. Save evolution, no rational explanation of these endless facts has ever been put forward; and on the evolutionary view not only are they explicable, but full of meaning.

At the Zoo
We have quoted a reference to the crowds that gather round the monkey cages at the Zoo. Of course, no evolutionist believes that man sprang from any living kind of ape, yet, as one of them puts it, "none can hesitate to believe in his emergence—a new creation—from a stock common to the anthropoid apes and to the early 'tentative men'." Long ago there was a parting of the ways—it could not be less than a million years ago: the anthropoids remained arboreal and the ancestors of the men we know became terrestrial. So far as we can judge from links that are certainly not missing, but always increasing in number, there were for long ages only tentative men like *Pithecanthropus* the Erect, in Java, and *Eoanthropus*, the Pitdown man of the Sussex Weald. Even these were rather collateral offshoots than beings on the main line of man's ancestry."

Our joint authors, Huxley and Wells, think it is perhaps not often realized how extremely close man's resemblance to the apes is. The differences between human structure and ape structures are only differences of degree. Their skeletons are not merely alike in general plan, but correspond actually bone by bone. The resemblance between man and chimpanzee is much closer than these facts alone would indicate. The visible resemblance permeates every detail of their anatomy: equally close is their invisible chemical resemblance.

Brain of the Apes
It is not true that there exist definite structures in man's brain which are absent in apes. That was demonstrated long ago. "Man's brain and brain-case are proportionately larger; but, as Elliot Smith has shown us, this increase is due to the enlargement of parts of the brain already present in the ape—the parts concerned primarily with the faculty of association—and no brain-organs are to be found in man which are not also to be found in apes. The ape, like ourselves, has its due share of reflexes and its complement of inborn instincts with their accompanying emotions; but, like ourselves, it can not only learn, but learn rapidly. Though its actions, like ours, are always built on foundations of reflexes and instincts, yet the great majority of them are what they are because of the animal's individual experience."

Amongst other instances of an ape's intelligence is cited the case of the chimpanzee, though wholly untaught, who had the idea of fitting one stick into the hollow of another to lengthen it and so get at a banana which was out of reach of either stick by itself. "To do that is to anticipate experience by thought. What concerns us here is the fact that chimpanzees and other true apes do have this cult of anticipating experience, of putting two and two together so as to deal with a new kind of situation in an intelligent way, and that this power, in spite of the most careful tests, has never been detected in any lower animal, even in tailed monkeys."

The Experimental Mind
"Many animals have that form of intelligence which we may call intelligent learning, but no others show deliberate invention. It is true that the ape's free ideas are

very rudimentary when compared with ours. None the less, our chimpanzee who, instead of doing nothing at all, or of aimlessly fiddling with his two sticks until one chance to fit into the other, saw beforehand that they would fit and would then serve his purpose—he was albeit in a humble way, showing the same power, which enables an engineer to design a bridge on paper instead of putting something up and trusting to luck that it will stand, or a physicist using his mathematical faculties to calculate how his atoms and electrons should behave if his assumptions are right, so that he can plan the crucial experiment which will tell him if they are right or not."

This instance of our authors is taken from Professor Koehler's observations of his chimpanzee Sultan. Sultan did many other amazing things for a chimpanzee to do. He sometimes tried to chew off a part of the end of a piece of wood that was too large to enter the hollow of a piece of bamboo, and by forcing the pieces of wood and bamboo together made a jointed stick that he could use. He was not only a tool-using animal but a tool-making animal. Indeed, if you want to know something of the psychology of the chimpanzee, consult Koehler.

Close Cousins
Whether we go so far as Messrs. Huxley and Wells or not, we must recognize our zoologically close kin to the chimpanzee. "Through the invention of language we are made free of a new mental country, to which they have no access; but we do not for that reason cease to be their close cousin, any more than, a mentally defective child ceases to be the son of his father, any more than Shakespeare ceased to stand in normal blood-relationship with his cousins, because he entered realms of thought and expression of which they never dreamed."

As another evolutionist puts it, "The evolution-idea gives the world of animate nature a new unity. All living creatures are part and parcel of a great system that has moved sublimely from less to more. All animals are blood-relations; there is a kinship throughout animate nature."

And what moves most sublimely, as evolution goes on, is a growing dominance of mind in life.—John O' London's Weekly.

STANDARD TIME.

SUNRISE AND SUNSET IN COLONY

Sunrise and Sunset in Hong Kong for Sept. (Standard time of the 120th Meridian, East of Greenwich), are as follows:—

September	Sunrise	Sunset
28	6.14	6.14
29	6.14	6.13
30	6.14	6.13

L.C.C. tramways receipts from April 1 last to August 8 were \$1,612,383, compared with \$1,602,730 in the corresponding period last year.

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Your susceptibility to "summer trouble" is increased by intestinal congestion. The key to the sustenance of good health during the hot season—as all the year round—lies in daily elimination of the waste materials which, if allowed to accumulate in the intestinal tract, pollute the blood and poison the whole system.

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LIVER REGULATORS
COOL THE BLOOD AND PROMOTE THE
APPETITE AND DIGESTION.
KEEP YOU FIT

THE WORLD OF BOOKS

"MAIL" REVIEWS

WOMEN, PERFECT AND . . .

"French Love," by H. Moore Pim (Cecil Palmer; price 7/6d net.)

"Jack O'Lantern," by George Goodchild, (Hodder and Stoughton 7/6d.)

"The Parson of Panamint," by Peter B. Kyne, (Hodder and Stoughton 7/6d.)

"Without Capitulation," by Lady Charnwood, (Ernest Benn Limited, 7/6d.)

"Water Weed," by Alice Campbell, (Hodder and Stoughton 7/6d.)

"French Love," is the story of a man's experiences after setting out on the adventure called Love.

He sets out as a young man full of hope and the confidence that he will find perfect happiness in the love of his bride. He is plunged into misery and unhappiness and his married life is one long story of sorrows and strife. Whenever he seeks to make amends, he is met with lack of love and sympathy on the part of his wife.

Finally this unhappy life is brought to a timely end by the intervention of the Law, after Reginald's wife has twice made attempts on his life.

Once more living alone, he seeks consolation in his work, and time gradually heals his wounds. It is while holidaying at a Trappist monastery that the second woman comes into his life. Seemingly possessing the qualities which Reginald most admires he imagines himself in love with her.

On returning from his holiday he is surprised and delighted to receive a letter from the woman, and his good resolutions fly to the winds with the indiscretions which follow. He is soon cured however of learning that the woman is an international spy, and after another meeting with her where he is on his guard for political reasons, she passes out of his life.

The closing chapters of this book deal with the finding of the Perfect Woman, who is supposed to typify the perfect form of French Love.

Friendship grows into love and we are finally given a glimpse of the "Happiness ever after" which we usually have to take for granted.

We leave Reginald as a proud Father, with a loving and affectionate little wife as his life companion.

This is decidedly an unusual story though common enough no doubt during every day life, in some aspects.

The three types of woman are rather overdrawn, no doubt to emphasise them. The degenerate woman is fortunately rare, and is rather over-coloured. The perfect woman is also a little too perfect and would have been made more interesting by possessing even a small vice, which would have also made her more human.

We believe that this book has been written with the object of offering enlightenment to the young men who might be contemplating matrimony, but though admirable in many ways we would not advise them to take Reginald's adventures too much to heart, but to rely on their own common sense.

The night watchman in "Jack O'Lantern" had settled down in his little cubby hole prepared to spend the usual uneventful night when he hears a cry for help followed by a splash. A shadowy form passes him and disappears into the gloom of the riverside fog.

Police arrive and discover murder has been committed. Detective Inspector John Wrench is put in charge of the case which he soon finds is intimately connected with two previous and unsolved crimes. These have been attributed to one "Jack O'Lantern" and Wrench sets out to find him. As one would expect he succeeds but the surprise as to the identity is rather spoiled by the fact that it is not at all difficult to guess it early in the book.

"The Parson of Panamint" is a new series of short stories by a popular author who deserves and is widely read. There are ten complete tales, and it would be difficult to pick out any one of them as being outstanding. They are all good. Stories of the old gold digging days related by a "desert rat" Chuckwalla Bill. Stories of fortunes found and gambled away, of mushroom towns and their passing, all packed into this splendid collection.

One of the few books of recent publication that can be read twice with interest.

"Without Capitulation" is an interesting story of the marriage of the daughter of a "brand new peer" to the son of an old country family. Arthur Lowford, heir to Lowford Park marries Rachel

SHAKESPEARE

REVIVAL OF THE BACON THEORIES

MYSTERY DEEPENS

The self-named William Shakespeare, "The Prince of Wales", by Alfred Mudie; Cecil Palmer, London.]

Readers of Shakesperian literature of the last few decades must have noticed that the critics of a quarter of a century ago, extolled by some as reaching the high water of Shakesperian criticism, showed an almost instinctive bias against Baconian theories. Prof. Dowden with needless acerbity named his magnum opus "Shakespeare—His mind and Art" thus, playing ducks and drakes with the evidence of the First Folio.

Sidney Lee in his "Life of William Shakespeare," though he spelled the name correctly, never mentioned the Baconian hypothesis. But in the appendix, that part of a book where evil spirits are reserved for judgment, there is about half a page in small print of futile inadequacy. In some such blind-eyed fashion did the leading statesmen view the events which ultimately led to the formation of the Irish Free State by the Sinn Féiners.

Every year the evidence grows stronger that the playwright, of Stratford was not the person primarily responsible for the plays. Every year the mystery thickens round that most extraordinary of all figures in history, Francis Bacon. According to the writer's taste he has variously been portrayed as the greatest philosopher of the age or "the greatest cad in history". Only time will bring to light the real truth. But no writer now of any standing can afford to ignore in toto the Bacon-Shakespeare controversy.

The present volume goes the whole hog. Not only was Francis Bacon the author of the Shakespearean sonnets and plays; he was the responsible agent for much more besides, as well as being the son of Queen Elizabeth by the Earl of Leicester.

The difficulty with all these all-embracing theories is that they prove too much. And the reader who opens a book prepared to accept a cipher system must be in doubt, amid the multiplicity of ciphers, which one to accept. If we prove conclusively that Bacon wrote Henry the Eighth by the letters in the "Epilogue reading" Francis Saint Albans, are we to consider it a more conclusive proof of Baconian authorship, when another system tots up the lettering to the magic numbers 287 and 166? Or is the satisfactory proof from a number of cipher tests evidence of the falsity of all?

On, again, if Bacon is proved to be the son of three different persons by three different fathers are all the channels of evidence to be distrusted? Perhaps the safest conclusion is that they show the inadequacy of the present evidence. We must wait with an open and receptive mind. At all events we have the sonnets and the First Folio, and they form the greatest volume of literature that the world has ever seen. No discovery as to their authorship will detract from their merit and originality.

Dalton, a clever daughter of a modern peerage and who is engaged in journalistic work with the "St. Stephens Gazette." They are very happy together and the marriage is a success but Rachel always has the idea that his people look down upon her. A son is born and Rachel appears to neglect him since the baby spends his early life at Lowford visited at rare intervals by his mother.

The war breaks out and Arthur is killed. Then Rachel takes up her old life again and so regains the independence she had never really lost.

A very attractive story written in a style which at times rises to great heights and is always good. There is a great deal of pleasure to be obtained from "Without Capitulation."

In "Water Weed" Virginia Carew is on holiday in Europe with her father, and is expecting to meet a very old friend in the person of Glenn Hillier. The latter arrives late for his appointment and then rushes away before they have had time to talk. Virginia learns afterwards that he is at the beck and call of the (Cuckoo) Fenmore who is him for her own purposes. Fenmore is murdered and Henry proved guilty of the crime that Virginia is able to say that the baneful influence has gone out of Glenn's life.

The story is quite interesting but in parts distinctly tedious, and could perhaps have been made shorter without losing any essential part.

ENGLISH KING

STUDY OF THE ROYAL FAMILY

COURT CEREMONIALS

"The English King," by Michael Macdonagh; Ernest Benn, Limited, 10/6.]

Described as "a study of the monarchy and the Royal Family, historical, constitutional and social," "The English King" is a book filled with interest since for perhaps the first time our King is described not merely as a figurehead but as a real human being and one of his people.

Mr. Macdonagh in his introduction explains that he "approaches the subject from human nature and is concerned with details of curious interest as well as with constitutional principles." Throughout the book there is a pleasant mixture of these two widely opposed subjects, and on account of this many will read and enjoy the reading of it who otherwise would be unable to do so.

The whole is divided into seven parts each dealing with some aspect of Royal life since fairly early days, and finishing with a few anecdotes of the life of His Majesty King George V.

The first book is perhaps of outstanding interest on account of its graphic descriptions of Court Ceremonial and the Royal Prerogative, but for a reader who desires something less topical and more constitutional Books Four and Six are obviously intended.

"The English King" provides history in the form that cannot fail to appeal and has been based on a long and intensive study of the King as an institution and considerable personal observation of the Royal Family. This is borne out by the moderately intimate details that have crept into the pages. Some of the stories appear a trifle unnecessary in that they describe events which are of very minor importance and are mainly put in to emphasise the human character of our King.

A comprehensive glossary at the end is a distinct asset and is the one thing needed to complete what is perhaps the only book of its kind, and certainly one of the best modern publications.

This is a book that would bear translation so that people other than English could learn more of the oldest institution of its kind, there is "The English King."

"ALL QUIET"

BEST SELLING BOOK IN THE WORLD

Only once in a hundred years probably there appears a book that becomes a best seller all over the world. Booksellers as a rule take best-sellers as seasonal incidents, but the phenomenal success of that war story, "All Quiet on the Western Front," is spectacularly outstanding even alongside the most successful novels of recent years. It was published in Germany at the beginning of the year, the author, a German who served through the war, and there it has sold over a million copies. It was translated into English, French, Dutch, Swedish, Danish, Norwegian, Spanish, Hungarian, Czech-Slovak, Polish and Italian within six months, and everywhere it has risen up to the first place among the best-selling novels. It is still the best selling novel in the world. Everywhere it is recognised as the greatest of all the war books.

Of course, such a book that every one reads comes to the screen. The cinema rights of "All Quiet on the Western Front" have been acquired by Universal Pictures and Maxwell Anderson, one of the authors of "What Price Glory?", is arranging the story. It is said that the price paid for the film rights is about \$40,000.

There is a rapidly growing demand for books about the war. Lately several books have had big sales. They have all put the war bluntly in plain language. "All Quiet" is not pleasant reading but extraordinarily impressive and vivid. In the edition issued in America, several paragraphs have been cut out; for their plain language would offend the American censor.

YESTERDAY'S SOLUTION

SKIN	SAP	ACAD
LARK	TOE	SORA
ATEMPO	KOSHER	
BEN	ARMOR	EAT
ID	MAE	EAR
RACED	R	BLAIR
AT	LOATHED	SO
NERVE	I	TEMPE
HE	MAP	RA
TWO	MALES	IDA
RADIAL	ATAMAN	
ADEN	TIC	RENO
PEST	AXIE	EDEN

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HONGKONG HOTEL: REPULSE BAY HOTEL:
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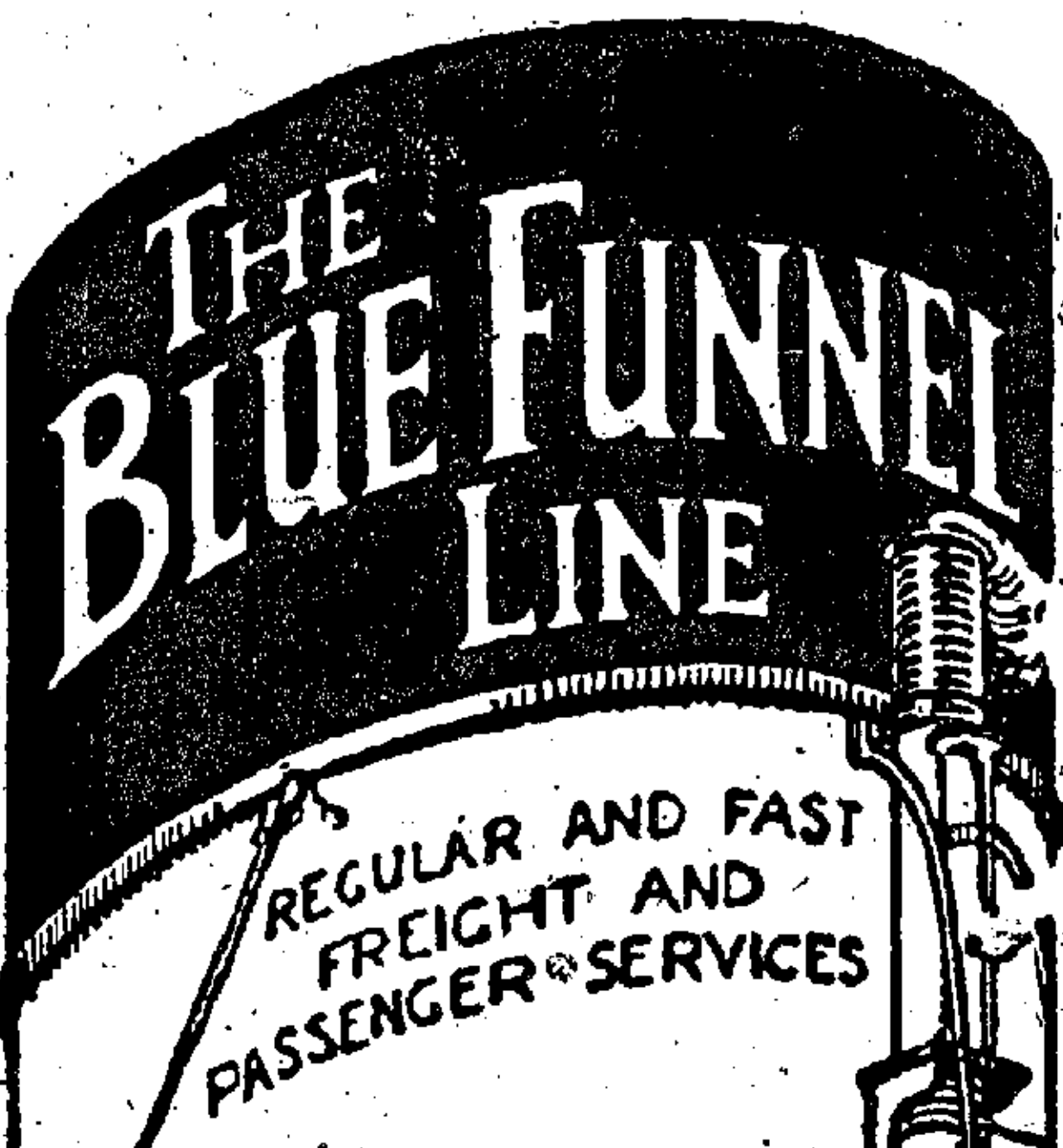
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LONDON SERVICE.

"HECTOR" 2nd Oct. M'Isle, London R'dam, & Glasgow
"MENELAUS" 15th Oct. M'Isle, London R'dam, & H'burg.
"AENEAS" 29th Oct. M'Isle, London R'dam, & H'burg.

LIVERPOOL SERVICE.

"OANFA" 20th Oct. Genoa, Havre, Liverpool, & Glasgow
"AUTOLYCUS" 20th Oct. Genoa, Havre, Liverpool, & Glasgow

NEW YORK SERVICE.

(with transhipment at Singapore)
"HECTOR" 2nd Oct. "PYRRHUS" 14th Oct. 21st Nov.
"AENEAS" 29th Oct. "DARDANUS" 11th Nov. 19th Dec.
Hongkong to New York 51 days.

PACIFIC SERVICE.

via KOBE & YOKOHAMA.
"TALITHYBIUS" 25th Oct. Victoria, Vancouver & Seattle
"ERION" 29th Oct. Victoria, Vancouver & Seattle

INWARD SERVICE.

"ATREUS" Due 30th Sept. For Shanghai, Moji, Kobe & Yokohama
"PERSEUS" Due 8th Oct. For Shanghai, Moji, Kobe & Yokohama
"AUTOMEDON" Due 8th Oct. For Shanghai, Moji, Kobe & Yokohama

PASSENGER SERVICE.

"HECTOR" 2nd Oct. Singapore, Marseilles & London
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POST OFFICE NOTICE.

RADIO NOTICE.

The Radio Office, where full information concerning all wireless services may be obtained at all times, is situated on the ground floor of the P. & O. Building in Des Voeux Road, next to the General Post Office.

Individuals and firms are recommended to register their telegraphic addresses at the Radio Office. No charge is made for this.
List of ships expected to be in wireless communication with Hong Kong (V.P.S.) to-day:—Duisburg, Kalyan, Formosa, Cingalese Prince, President Polk, President Taft.

INWARD MAILES.

From	Per
Java	SATURDAY, SEPTEMBER 28.
Shanghai and Swatow	MONDAY, SEPTEMBER 30.
Calcutta and Straits	Chekiang
Calcutta and Straits	Yusang
Manila	Talampa
Straits	President Hayes
Canada (Victoria, B.C., 12th Sept.), U.S.A.	Atsuta Maru
Japan and Shanghai	Empress of Russia
Japan	WEDNESDAY, OCTOBER 2.
Japan	Burma Maru
Japan	St. Albans
Japan	THURSDAY, OCTOBER 3.
Japan	La Plata Maru

OUTWARD MAILES.

For	Per
Haiphong	SATURDAY, SEPTEMBER 28.
Saigon	Canton
Sam Shui and Wuchow	Helikon
Manila	Tai Hing
Formosa	President Grant
	City of New-Castle
	SUNDAY, SEPTEMBER 29.
Hoihow, Pakhoi and Haiphong	Limchow
Manila	Cingalese
Swatow and Bangkok	Ka Ying
Amoy	Kanchow
	MONDAY, SEPTEMBER 30.
Swatow	Hydrangea
Japan, Canada, U.S.A., C. & S. America and Europe via Victoria, B.C.	2.30 p.m.
Manila and Rabaul	President Jefferson
Shanghai	(Due Victoria, B.C., 21st Oct.) Parcels Sept. 30, 3 p.m. Registration 4.15 p.m. Letters 5 p.m. Calulu 4.30 p.m. President Jefferson Parcels Sept. 30, 3 p.m. Registration 5 p.m. Letters 6 p.m.
	TUESDAY, OCTOBER 1.
Wei Hai Wei via Swatow	Kueichow
Shanghai and Japan	Atsuta Maru

*Superscribed correspondence only.

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THE HATRY CASE

DEFENDANTS REMANDED ON SHARE CHARGES

FINANCIAL SPECULATIONS

London, Yesterday.
Before a crowded court at the Guildhall, the hearing continued of the charges against Hatry and his three associates, in connection with financial speculations.

The prosecution stated that Corporation and General Securities, Ltd., of which Hatry was Deputy Chairman, Mr. Daniels' Managing Director, Mr. Tabor manager, and Mr. Dixon secretary, issued the City of Wakefield Loan for £750,000.

The issue was fully subscribed in January, after which the authority of the company to issue a Wakefield Loan ceased, but six months later the defendants, who were then hard pressed for money, committed "a shocking fraud" by fabricating scrip certificates for £400,000 of Wakefield Stock, induced Mr. Russell, Chairman of the Forchester Trust, to accept this worthless scrip as security for £330,000 which the Forchester Trust lent the defendants' other company, the Austin Friars Trust, Ltd.

Further charges would be made against defendants of forging and uttering scrip certificates for Corporation stock of Wakefield, Gloucester, and Swindon, to amount to at least £900,000.

A voluntary statement by Hatry was read admitting the irregularities, and declaring that he was primarily responsible. Neither he nor his co-directors personally benefited, indeed they lost everything themselves.

Defendants were remanded for a week. Bail was refused.—Reuter.

CHINA AND RUSSIA

SOLUTION STILL TO BE FOUND, SAYS DR. WANG

GERMAN REPRESENTATIONS

Nanking, Yesterday.

The Ministry for Foreign Affairs has been officially advised that the German Consul-General at Vladivostok has been ordered to proceed to Blagovestchensk and Khabarovsk to investigate the conditions there.

Dr. C. T. Wang in a statement says a solution of the Sino-Soviet controversy has still to be devised. Mr. Chiang Tso-ping is expected from Geneva to-day, and will carry on negotiations with the Soviet representative there.—Reuter.

MR. FAN KI-MO

FINANCE OFFICIAL RESUMES POST

TEMPORARY ARRANGEMENT

Canton, Yesterday.
Mr. Fan Ki-mo, Commissioner of Finance and Special Officer for the Finance Ministry, while in the capital, tendered his resignation to the latter post, which was accepted; but recently, the Ministry being unable to find a suitable person to fill the post, it has cabled Mr. Fan to resume the post until a successor has been appointed. It is understood that Mr. Fan has temporarily acceded to the request of the Ministry.—Canton News Agency.

SCALDING FATALITY

Yesterday Li Sze, of No. 18, Yuen Chow-street, Shamshuipo, reported to the Police a very unfortunate accident that befell her young daughter. She states that the girl (nine years of age), in lifting a pot of boiling water, accidentally fell and scalded herself very severely.

The girl was at once removed to the Kwong Wah Hospital, where she died at 4 p.m.

PREMIER TO NARROW ATLANTIC

KING'S MESSAGE

MUTUAL UNDERSTANDING

London, Yesterday.

The King sent the following message to the Prime Minister: "On the eve of your journey I wish you God speed. It is a departure that will be surrounded with good wishes, for it is a contribution to those happy relations between two great peoples which must be an article of faith among all men of goodwill."

Mr. MacDonald replied: "With my humble duty to Your Majesty, I am deeply grateful for Your Majesty's gracious and kindly thought in sending me good wishes for the journey which, indeed I trust, will be a fruitful innovation."

The Premier also telegraphed thanking Mr. Mackenzie King for the arrangements made for his visit to Canada.

London, Later.
"I am going off in the hope of being able to do something to narrow the Atlantic," the Prime Minister told Reuter at Waterloo where he received a widely enthusiastic send off by the 2.20 p.m. boat train to Southampton.

Mr. MacDonald re-emphasised that he did not expect that his stay in Washington would lead to spectacular developments as result of the continued negotiations. He pointed out that before any progress in naval disarmament was possible, it was necessary that both Washington and London should devise a means of terminating the deadlock between them, which had arisen at Geneva in 1927. He very much wanted to see Mr. Hoover and other American public men, as there was so much work, apart from the direction of naval disarmament, to be done in co-operation, for which a mutual understanding and confidence were essential.—Reuter.

HELD BY BANDITS

TEN DAYS' ULTIMATUM FOR RELEASE OF CAPTIVES

RANSOM DEMANDED

Canton, Yesterday.
With regard to the foreign missionaries, Messrs. Fischle, Walter and Kilper, held for ransom by the bandits in Mei Yuan district, our correspondent was informed by Mr. Yeeshing Tao, the Provincial Foreign Commissioner, that he was in receipt of a despatch from Commander-in-Chief Chan Chai-tong a few days ago, in which it was stated that orders had been sent to the officers in command of the Mei Yuan district giving them ten days to effect the release of the missionaries.—Canton News Agency.

NEW MINISTERS

TO PRESENT CREDENTIALS TO PRESIDENT

SWEDEN AND JAPAN

Nanking, Yesterday.
The Swedish Minister, Mr. Hultman, will present his credentials to Chiang Kai-shek on September 30, and Mr. Sahuri, the new Japanese Minister, will do likewise on October 7.—Reuter.

SHARE MARKET

WEEKLY REFLECTIONS AND NOTES

MORE ACTIVITY

Hong Kong, Sept. 28.

My Dear Algy.—The past week was another active one for the local brokers, and I am glad to notice a revival of confidence amongst them. Consequently, forward dealings, though on a cautious scale, are on the increase. Whilst I was in Shanghai I noticed that the two exchanges published in the daily papers particulars of all forward transactions. It would be decidedly useful if both the Stock Exchange and the Sharebrokers Association adopted a similar practice here, as, apart from the consideration of their duty to the public, it would help materially to stimulate interest in local shares. I think any suggestion that tends to revive interest and restore confidence in the stock market, should, in view of the many lean years the brokering fraternity have experienced, receive the serious consideration of the respective associations. Not being a broker myself I am not in the position to put the suggestion before either of these bodies, but am hoping that George will tactfully draw their attention to it.

Interest in the shares of the Hong Kong & Shanghai Hotels has been increasing during the past few weeks. They have risen steadily from \$3.40 to \$9.94 cash, and many forward transactions have been concluded in them. Persistent rumours are current that a dividend will be paid for this year's working, and perhaps it is not out of place to quote that part of the Chairman's speech, at the last annual meeting, touching upon the subject: "With the opening of the Peninsula Hotel heavy capital payments cease, and the cash revenue of the Company, being considerable, material reduction in the indebtedness to our bankers should not be a matter of great difficulty. Consequently, I have every hope that the Company will revert to a dividend-distributing basis in the near future."

There are, however, many holding the opinion that payment of a dividend will not be possible until the overdraft is substantially reduced by sale of some property or other, but the above extract of the Chairman's speech should convince you that this is unnecessary. Furthermore, the present overdraft—staggering though it may be—is not really large in consideration of the present day valuation of the entire assets of the Company. There is some talk of the likelihood of the sale of the motoring section of the Company, but this is not very clear to me. However, I shall endeavour to obtain more news thereabout for my next letter.

Hong Kong & Kowloon Wharf shares have risen to \$140, and shares are apparently very scarce. The reason for the rise is that the Company is embarking on a scheme of development involving the construction of colossal concrete piers and thoroughly modern godowns. Sanction has been obtained for the construction, early next year, of one pier which will be 150 feet longer than any existing pier in the Colony and which will be capable of accommodating the largest ocean-going vessels that may visit the Colony. The Company is to be commended for its progressive policy, and deserve the wholehearted support of the entire community.

The threatened competition in Kowloon has produced some benefit to Kowloon residents, as evidenced by the advertisement of the China Light & Power Co. Ltd. announcing that, as from the 1st proximo, the rates will be reduced for Lighting & Power to 15 cents and 7 cents per unit, respectively. This will be welcome news to all residents of the Peninsula. The reduced rates are still above those ruling on the Island, and I fail to comprehend any reason for the difference, especially after hearing that the company intend increasing the dividend. Any increase of dividend at this juncture should be strongly deprecated in view of (1), the enormous figure the already announced reductions will absorb out of next year's profits; (2), the necessity of further reductions of consumers' charges; (3), impending developments; (4), the threatened competition of the Hong Kong Electric Co.; and, (5), the entire lack of any reserve funds. The necessity of building up reserve funds for a Company of this magnitude is too obvious to need comment from me. The market for these shares are still subject to fluctuations, and at the moment of



ELEANOR BOARDMAN IN "SHE GOES TO WAR"

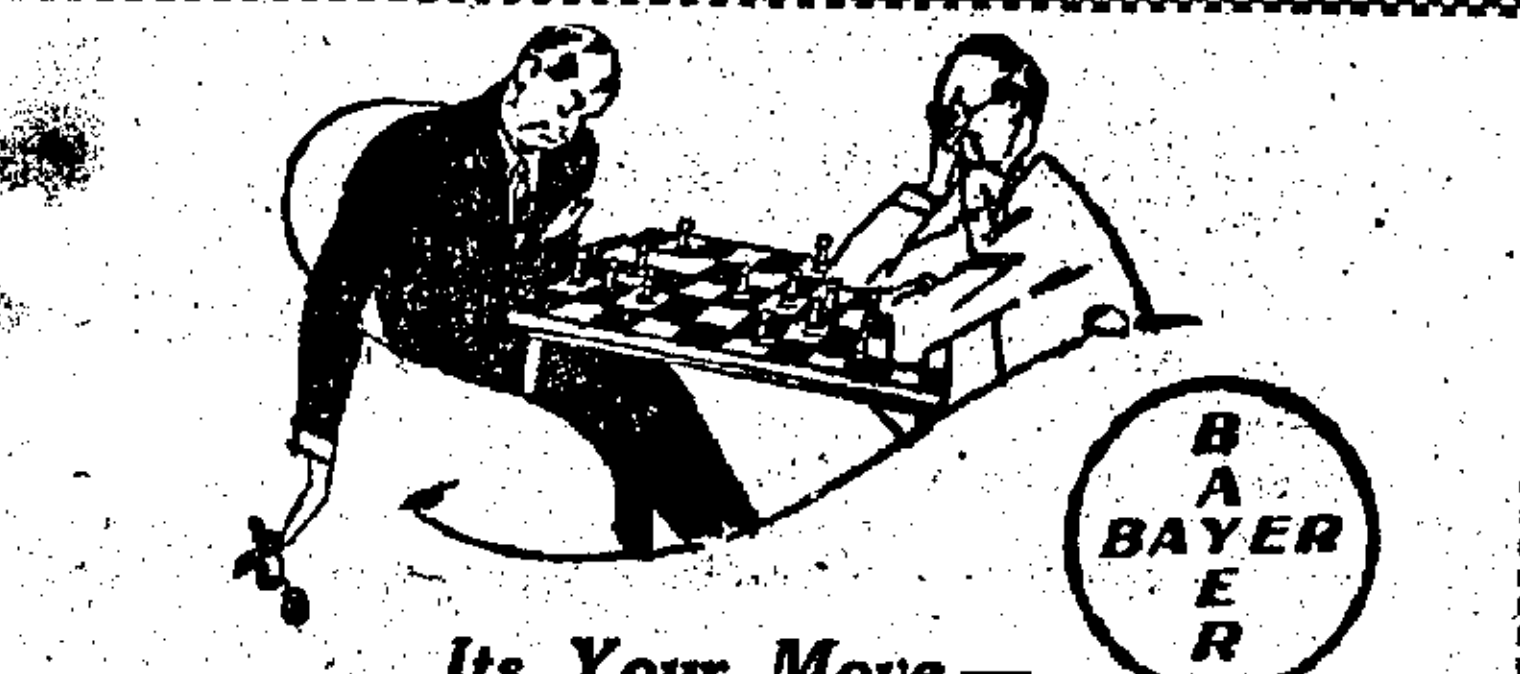
AT THE
QUEEN'S
FINAL SHOWINGS TO-DAY
At 2.30, 5.10, 7.15 & 9.20.



BLUE SKIES
With Helen Twelvetrees and Frank Albertson in a Love Drama of unusual charm.
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FINAL SHOWINGS TO-DAY
Continuous Performance
From 1.15 to 11.15.

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GIRLS GONE WILD
AT THE **STAR**
FINAL SHOWINGS TO-DAY
AT 2.30, 5.30 & 9.20.



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writing sellers predominate at \$12%.

Hong Kong Electric shares are still popular and but were not found lacking at \$84. There are many who think this price cheap as, apart from the points referred to in my last letter, the Company is very efficiently managed and is expected to produce another splendid balance sheet at the end of the year. Meanwhile, the Company's application to operate in Kowloon is still under consideration.

I understand the Green Island Cement Co. have entered into a contract for the purchase and installation of the new machinery at Hok Un at a total cost of \$2,600,000. This is particularly gratifying in view of the fact that shareholders' sanction was obtained for an expenditure not exceeding \$3,500,000. More dealings are noticeable in these shares which were placed at \$3.80 cash.
As from the 1st October the Hong Kong Tramway Co. will be operating buses from Blake Pier via Pedder Street, Des Voeux Road Central and Queen's Road East to Taikoo Docks. I expected its advertisement to this effect to give a fillip to its shares in the market, but they remained around \$18.20 with sales reported at \$18.30.
Yours, Etc.,
BILLY BULL.